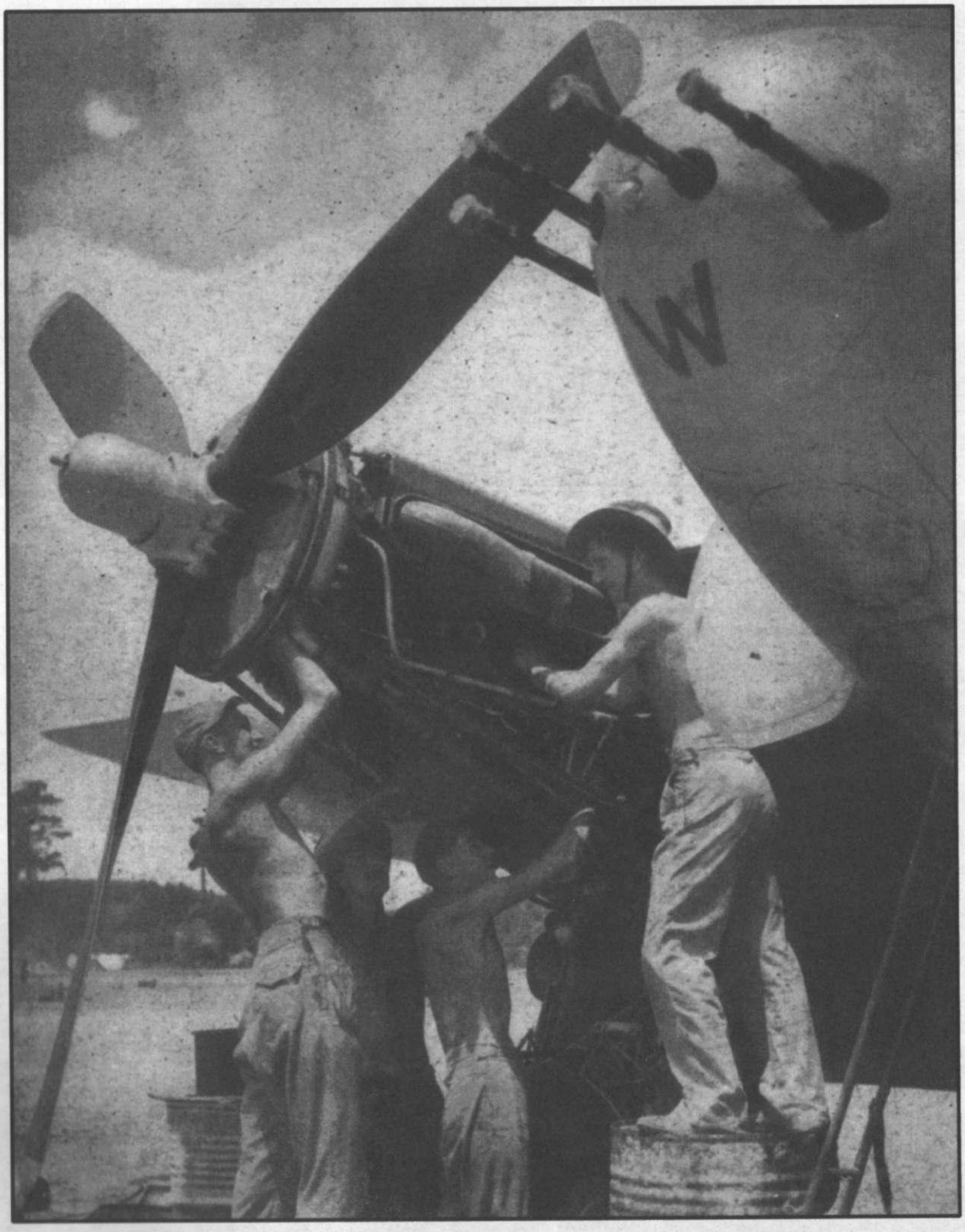
Vol 9 **The War Illustrated** N° 211

SIXPENCE

Edited by Sir John Hammerton

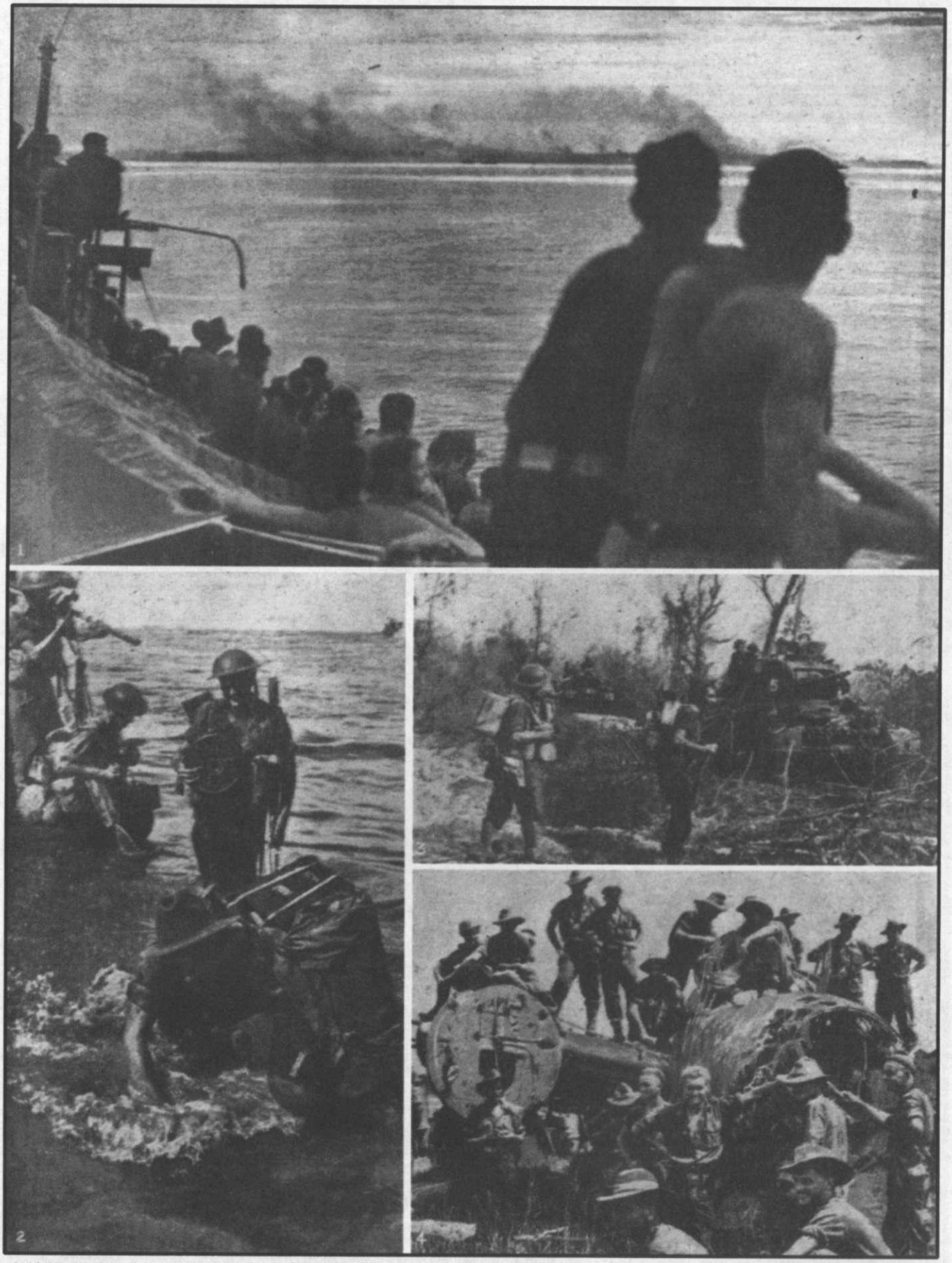
JULY 20, 1945



R.A.F. MOSQUITOES IN BURMA contributed in large measure to the 14th Army's reconquest of that country. Maintenance of aircraft was conducted often in conditions of extreme difficulty, and of necessity in great haste : this one is being worked upon in the Arakan—coastal sector turning-point in the Burma campaign. Activities of Mosquitoes of Eastern Air Command during 18-months' operations included harrying Japanese forces and supplies, and photographic reconnaissance. *Photo, British Official.*

NO. 212 WILL BE PUBLISHED FRIDAY, **AUGUST 3**

Beginning of the End of the Japs on Labuan



SMOKE OF THE SEA-AND-AIR BOMBARDMENT OF LABUAN ISLAND—" key " to North Borneo—still obscured the coastline (1) as transports carrying men of the Australian 9th Division moved inshore on June 10, 1945. Landing was effected without a fatal casualty. Wading waist deep, Aussies unloaded their signal equipment (2). Matilda tanks nosed forward (3) to flatten the jungle. On the captured airstrip, these troops exultantly clambered over a wrecked Japanese bomber (4). The island was cleared by June 23. See map in page 131. *Photos, L.N.A.*

With Our Armies Today

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

GENERAL SIR WILLIAM SLIM'S very interesting broadcast and his statement to the Press fully confirm the belief that the Burmese campaign has been conducted with exceptional ability, and that the troops displayed immense dash and energy under most trying conditions (see illus. page 129). Clearly, the experience and training gained in Burma will be of the utmost value in the campaigns that have still to be fought. In new theatres it may not be possible again to use armour as effectively as was done in the final advance on Rangoon, but it seems certain that air transport will be developed still further, and that it will greatly accelerate the pace at which operations can be conducted.

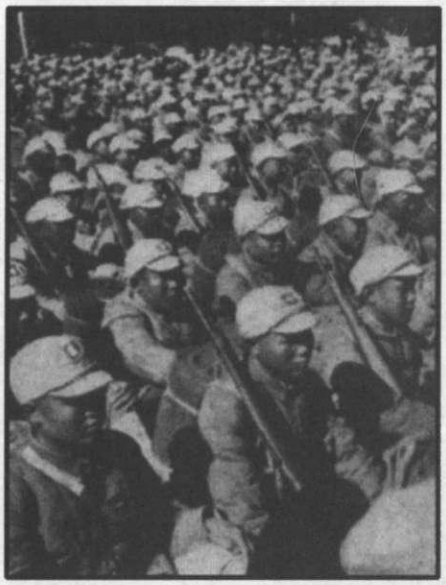
AIR transport will be an effective instrument should the Japanese adopt evasive tactics and withdraw into regions where lack of roads would slow down the movements of large forces of heavily armed troops, and where supply problems limit the action of lightly-armed infiltrating parties. General Wingate's great experiment, originally designed, I gather, to attack the communications of the enemy's main forces and to cause confusion in their rear can, I believe, be adapted to deal with an enemy who adopts guerilla tactics. Guerillas in all their offensive operations rely on surprise ; but they themselves are particularly vulnerable to surprise, for even when they can evade destruction by dispersal they can seldom save their munition and supply reserves. Obviously, if troops can be landed and supplied in an unexpected quarter, surprise is much easier to achieve than when the hunt is carried out by the deliberate advance of slow-moving columns.

General Slim has, however, given us fair warning that even heavier tasks than those in Burma lie ahead, and there are undoubtedly places where the Japanese will stand to fight in strength in skilfully prepared positions ; and in such cases their determination to fight to the death, as Okinawa has proved, will demand heavy sacrifices on our part. We may, in fact, have to conduct two forms of warfare : what amounts to trench warfare against an enemy who can only be disposed of by practically complete extermination, and guerilla warfare in which mobility will have to be developed by every means in a country where the obstacles to mobility are exceptionally great.

STEREOTYPED Doctrines of Warfare Giving Place to Original Thought

This applies to the task of dealing with Japan's outlying detachments, which, presumably, will be the chief share the Empire will take in land operations. But if and when Japan's home islands are invaded operations may be of an entirely different order, possibly involving mobile operations of great armies similar to those conducted in the war with Germany. Much, however, would depend on the strategic aims the Allies set themselves and on the reliance they placed on the effects of devastating air attack. It is conceivable that the Allies would be content to aim at seizing certain limited areas and holding them against attacks the Japanese would be bound to deliver, at the same time developing to the utmost the devastating effects of air power.

One thing seems certain—that in all theatres there is little likelihood that the war will be conducted on stereotyped lines, and there will be ample scope for original and imaginative thinking. It is, perhaps, fortunate that the war presents problems of an unprecedented character and therefore stimulates original thought. So far since the Allied counter-offensive started, there are encouraging signs that commanders have risen to the occasion and have not been tied to stereotyped doctrines. But it should, I think, be realized that success achieved has been mainly strategic. The initiative has been recovered and Japan has been forced everywhere on to the defensive, and communication with her outlying detachments has been cut. Valuable strategic points have also been secured, providing bases for further operations; and the enemy is kept guessing where the next blow will fall.



CHINESE TROOPS listen to a talk by their commanding officer before going into action. On June 26, 1945, Chinese forces were reported 65 miles north-east of Wenchow.
Photo, U.S. Official

ALTOGETHER Unprecedented Problem Presented by Japanese Fanaticism

It is true that a number of tactical successes have also been gained, but on land they have only locally been decisive, and not in every case completely decisive even locally. The main tactical battles are still to come, and undoubtedly it is in the tactical struggle that Japanese fanaticism presents an altogether unprecedented problem. How hard it is to crush fanaticism in defence, Okinawa, and numerous other encounters involving the use of tremendous weight of metal in the attack, have clearly proved. On the other hand, fanaticism in the open or where it spurs on the enemy to attack defensive positions, can accomplish little against modern weapons and leads to immense and disproportionate losses. In the Philippines and in Burma this probably accounts for a ratio of death of over ten to one. Where it is impossible to get the Japanese to fight in the open and to outmanoeuvre them, it might sometimes be possible to play on their fanaticism by deliberately standing on the defensive in positions which fanaticism would induce them to attack. Possession of the strategic initiative often gives opportunities of exploiting such tactics, which are after all as old as warfare itself.

They were, for instance, in a modified form adopted by the Russians in the battle of the Kursk salient, and in a very different setting by Kitchener at Omdurman—two battles which produced exceptionally decisive results. Stalingrad might seem to be of the same character, but I do not quote it, for there the German disaster arose from the misuse of the strategic initiative and there was no question of deliberately inviting attack. To stand on the defensive at certain points does not necessarily imply the abandonment of strategic initiative but only the temporary loss of tactical initiative, which is of less importance. It may actually confer advantages by providing better opportunities for the effective use of modern weapons, and in this case it might be a method for making Japanese fanaticism a source of weakness instead of being a military asset—and that, surely, must be one of the aims of the Allied commanders.

SPEED-UP in Chinese Operations Producing Encouraging Results

The completion of the Okinawa battle and the liberation of Luzon obviously releases a large force of American troops for further operations, but presumably a pause for regrouping must be expected before the next major operation is undertaken. Meantime, the Chinese operations in Kwangsi and Chekiang are producing interesting and encouraging results. It is not yet clear how far the success that has been achieved is due to a deliberate withdrawal of the Japanese northwards, in order to shorten lines of communication, difficult to protect, and to secure greater concentration. In Kwangsi the Japanese can hardly have willingly abandoned their land-line of communication to French Indo-China, and they offer stubborn resistance at the railway centre at Liuchow.

They also counter-attacked with some success from the direction of the Indo-China frontier, apparently in hopes of re-establishing the line of communication that had been cut. The breach is, however, so wide that the prospects of closing it must be small. The obstinate defence of Liuchow, if a general withdrawal northwards is contemplated, may either be a delaying or face-saving fight. Part of the Chinese force engaged has evidently by-passed Liuchow and is approaching Kweilin, where the U.S. Air Force in China had, till it was lost, one of its chief bases.

THE progress of the Chinese force which in the middle of May recaptured the large port of Foochow, opposite Formosa, has been even more remarkable. After defeating an evidently weak counter-attack by the Japanese it has advanced northwards from Fukien into Chekiang and now controls some 150 miles of coast line, including the considerable port of Wenchow. Presumably the reason for the weakness of the opposition is that in the coastal regions the Japanese have relied on sea communications which can no longer be effectively maintained in face of air attacks. There is no railway line serving the areas through which the advance has been made, and it should be realized that Japanese permanent occupation exists only in the neighbourhood of railways or steamer communications. In northern Chekiang a railway, however, runs south-west inland from Hangchow, and on it much stronger opposition will probably be met.

BATTLE ZONE IN CHINA, showing Formosa's proximity to the mainland, also Hong Kong and the approaches from the South and East China Seas.

B.L.A. at Work and Play Across the Channel

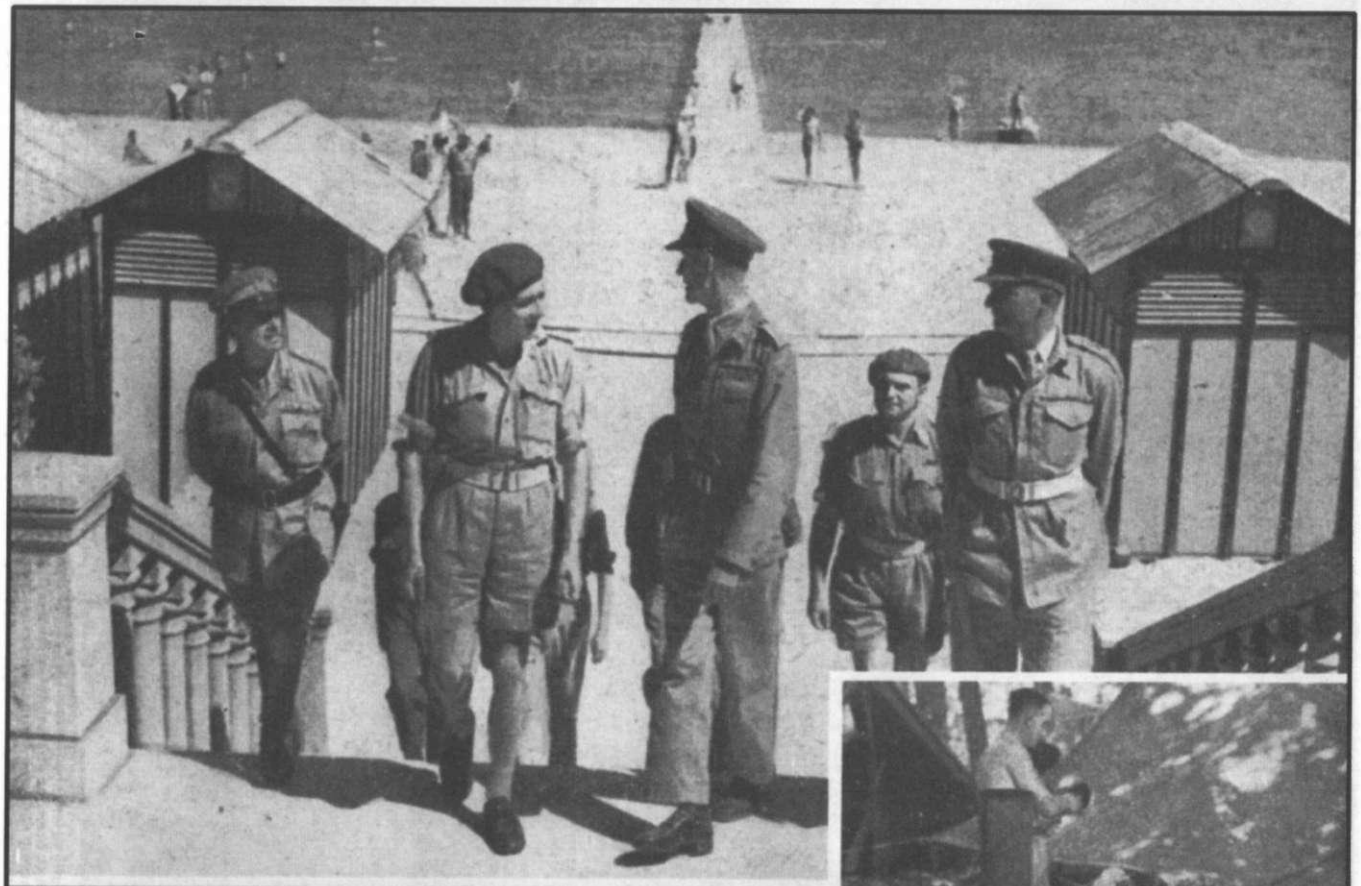
BRITISH TRANSIT-CAMP at Calais, through which, up to mid-June 1945 over 1,000,000 of our leave men had passed, features a gift-shop (1). B.L.A. troops, homeward bound, paused to look at the attractive wooden cut-out toys, whose prices, however, were in some cases as much as 800 per cent above pre-war level.

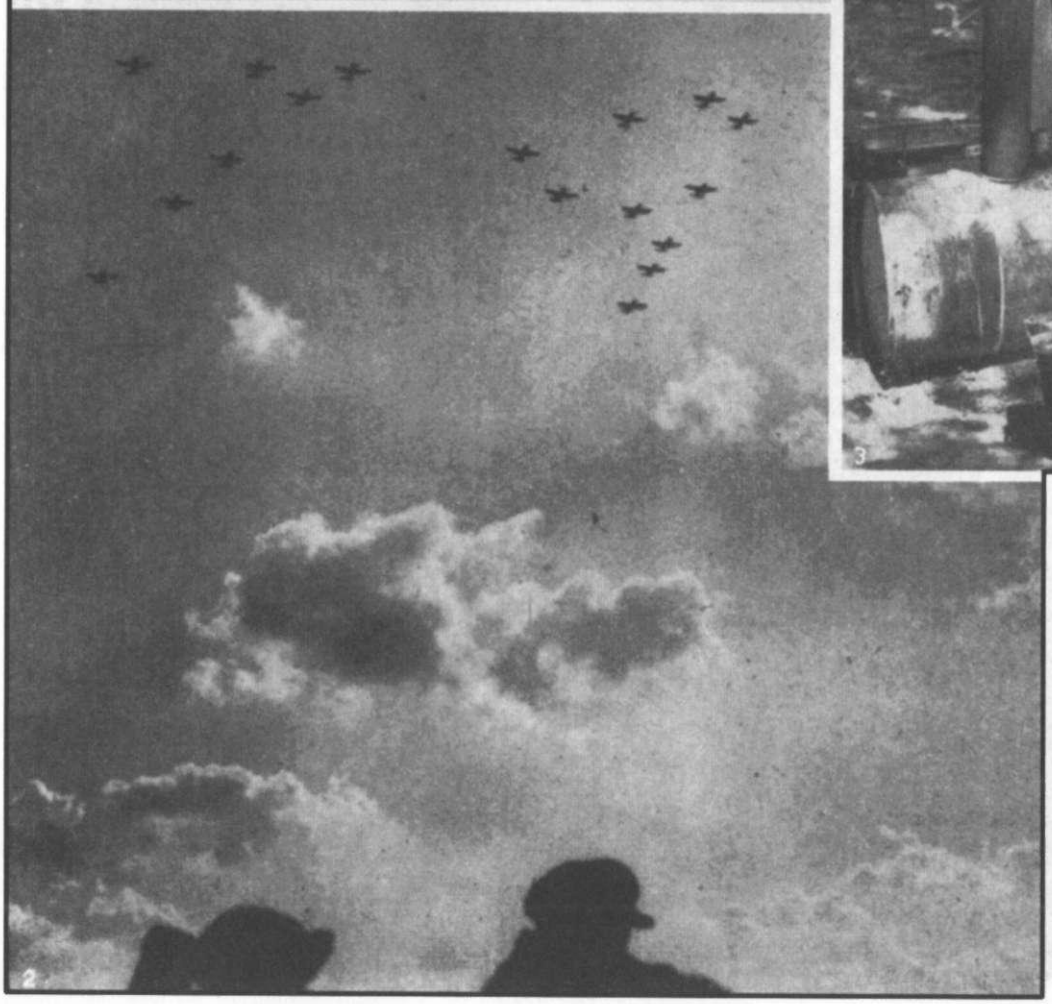
Guarded by a Canadian infantryman, Col.-General Blaskowitz (2), once commander of the German 25th Army, in captivity at Appledoorn, Holland. First dance at Belsen camp (see also illus. in page 118) after its partial demolition on May 21 was an open-air affair (3); our men's partners were Yugoslav girls awaiting repatriation.

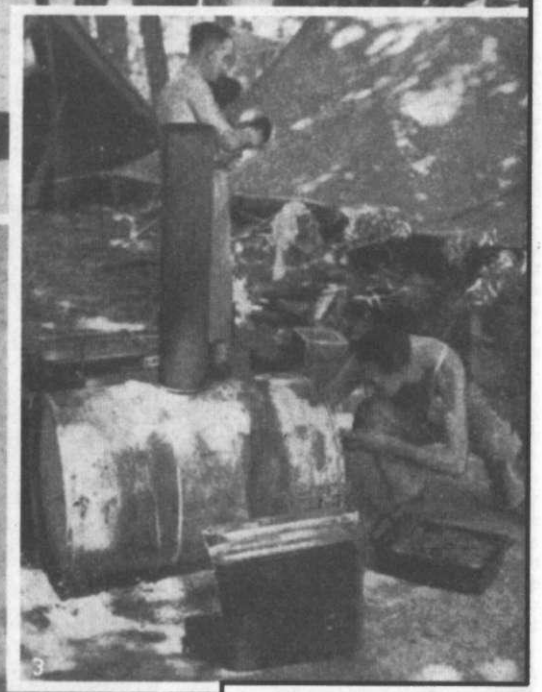
At Hilden, near Düsseldorf in Prussia, on June 16, at the handing-over of the zone previously occupied by the U.S. 22nd Corps to the 53rd British Division (G.O.C., Maj.-Gen. R. K. Ross, C.B.E., D.S.O., M.C.), the Union Jack floated gaily at the masthead (4).

Photos, British Official, Topical, Keystone, New York Times Photos

8th Army Activities Under Italy's Blue Skies







THE BEACH AREA at a leave-centre for Allied troops at the Lido, famous playground of Venice, was inspected by Field-Marshal Sir Harold Alexander (1, left) in June 1945. He was accompanied by Lieut.-Gen. Sir Richard McCreery, 8th Army C.-in-C. (third from left), Brigadier M. J. Richards (right), and Major Ellis, O.C. Rest Camp.

At Campoformido airfield, in Northern Italy, 79 group of U.S.A.A.F. Thunderbolt fighters (2) formed the figures "79" during an impressive fly-past before Air Marshal Sir Guy Garrod, C.-in-C. R.A.F. in Mediterranean and Middle East.

Though the Italian campaign is now a matter of glorious history, all was not beer and skittles for our troops patrolling the disputed province of Venezia Gulia around Trieste when they took over from Marshal Tito's forces on June 13, 1945: even battalion cooks had to make field-ovens from old oil barrels (3).

 Photos, British Official

HOME FROM THEIR LAST VOYAGE IN CONVOY, a big fleet of British merchant shipping lies peacefully at anchor off Gourock, on the Clyde, after safe return from the United States. The official end of the war at sea anywhere this side of the Indian Ocean or the Pacific coast of the American Continent—and with it the convoy system in those waters—was announced by the Admiralty on May 29, 1945, when the burning of navigation lights "at full brilliancy" was sanctioned. Outstanding is the liner Queen Mary (left centre), whose wartime adventures are described in page 168. British merchant shipping losses since 1939 were: 1,360 ships (7,620,000 tons) by U-boats; 340 ships (830,000 tons) mined; 970,000 tons sunk by surface raiders; 1,590,000 tons destroyed by aircraft; 370,000 tons by other enemy action. *Photo, J. Hall, Gourock*

With Our Navies Today

By
FRANCIS E. McMURTRIE

ON the first of July 1945 the most famous ship in the Royal Australian Navy arrived at Devonport to undergo a complete refit. H.M.A.S. Australia is a cruiser of 10,000 tons, with a main armament of eight 8-in. guns, and was launched on the Clyde in 1927. Since the outbreak of war in 1939 she has seen service in many seas. After some preliminary convoy work in the waters around the Australian Commonwealth she proceeded to the Atlantic in the spring of 1940, and took part in the attack on Dakar in the following July. In March 1941 she returned to Sydney to hoist the flag of Rear-Admiral J. G. Crace, under whom she served in a mixed Australian and American naval force based on New Caledonia from December of the same year.

The Australia took part in the Battle of the Coral Sea, the first check given to the tide of Japanese conquest, in May 1942. She was also present at the landings at Tulagi and in Guadalcanal in the month of August, when her sister ship, H.M.A.S. Canberra, was lost. Under Rear-Admiral Crutchley she participated in various amphibious operations in the South-West Pacific, including the landings in Dutch New Guinea in 1943.

In 1944, wearing the broad pennant of Commodore J. A. Collins, R.A.N., she was attached to the Seventh U.S. Fleet under Vice-Admiral Kinkaid, which covered the landings in Leyte. In the fierce struggle for that island she played an active part, and in October 1944 was hit by a Japanese plane which crashed on to her bridge. Nineteen officers and men were killed and 54 wounded, including the Commodore, who was temporarily invalided from his command as a result.

COMMODORE H. B. FARNCOMB, R.A.N., succeeded to the command of the Australian Squadron, and hoisted his broad pennant in the Australia shortly afterwards. Three months later the ship was again severely damaged by Japanese air attack while she was covering the landing of American troops in Lingayen Gulf, Luzon, three officers and 41 ratings being killed and one officer and 68 ratings wounded. Though temporary repairs were executed, it has since been decided that the ship shall be thoroughly overhauled, refitted and modernized. Captain J. M. Armstrong, D.S.O., R.A.N., is now in command of the cruiser. Like Commodore Farncomb, he was one of the first entry of Commonwealth naval cadets when the Royal Australian Naval College was opened in 1913. He and his officers and ship's company have received a warm welcome in this country. Greeted on arrival by an appreciative signal from the Board of Admiralty, they have since been entertained by the City of London.

AS the result of investigations by Allied experts, more is now known of the naval developments which the Germans were planning. Though designs for very large battleships are believed to have been prepared these never got beyond the paper stage, all energies being concentrated on submarine construction. One of the improvements which enemy inventors were trying to perfect was a torpedo with a possible range of 80 miles and an acoustic device in its nose which would enable it to find its target. Experiments had also been carried out with controlled torpedoes, intended to overcome the baffling effect of ships zigzagging. Another ingenious contrivance which it was hoped to bring into operation was a glider, to be released from an aircraft and directed towards a fleet or convoy. As it neared its objective it would drop a torpedo—another example of the German tendency to produce automatic weapons in which no personnel was risked.

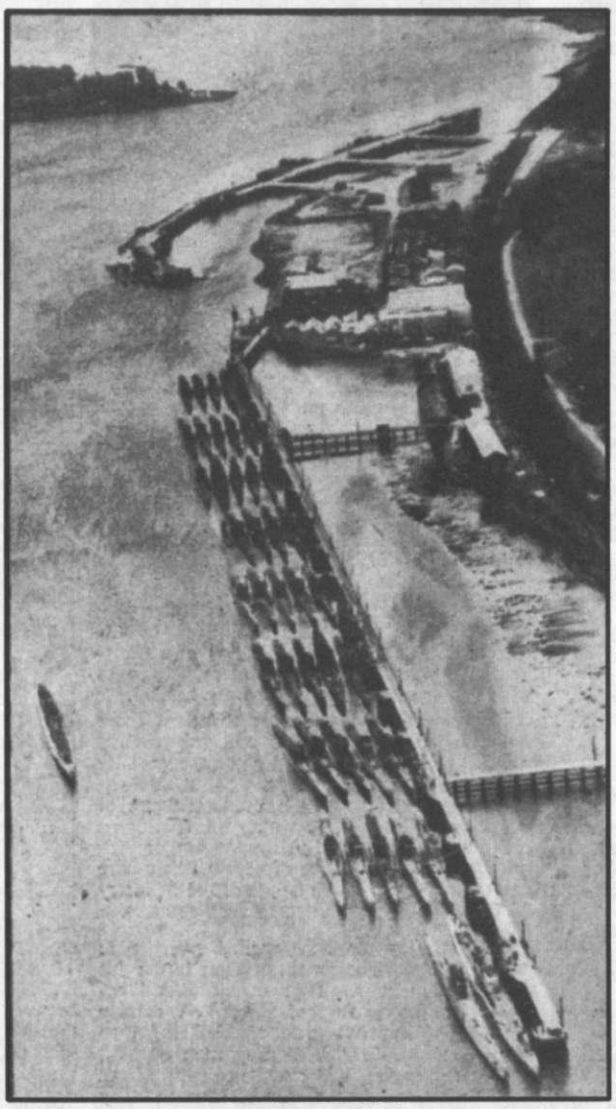
SECRETS of U-boats Building at Time of the Great Surrender

Jet propulsion for submarines was also proposed. It was hoped by this means to increase under-water speeds to about 25 knots, as compared with the normal maximum of eight or nine knots when submerged. As an instalment, there were U-boats under construction which were expected to be capable of 15 knots under water. This speed is not unprecedented, as towards the end of the last war it was actually attained in submerged condition by the British submarines of the "R" class. These were specially designed with the object of stalking U-boats beneath the surface, for which purpose they were given this very high submerged speed, obtained by a special type of electric motor. In the case of the German vessels, fuel of a novel kind is understood to have been the main factor.

IT may be assumed that all results so far obtained by the Germans in these experiments will be placed at the disposal of British naval constructors for their guidance in designing our future ships and weapons. In this war British scientists, when confronted with novel problems by the enemy have invariably proved themselves equal to finding antidotes, notably in the case of the magnetic and acoustic mines and the many complicated variations of these unpleasant inventions. Moreover, we have improved on them by devices of our own which have baffled the enemy. For the Germans the war is by no means over while there remain large numbers of British mines of the most diverse description to be swept from the channels around the ports on the Baltic and North Sea coasts. Inevitably there will be casualties amongst the German minesweepers engaged in this work, whose personnel are probably wishing heartily that Hitler's first secret weapon, the magnetic mine, had never been devised (see story in page 124, Vol. 7). Since the foregoing was written, news has been received that a German minesweeper engaged in clearing a minefield off the coast of Norway had been blown up with the loss of most if not all of those on board.

It was recently disclosed that the U.S.S. Bunker Hill, a sister ship of the Franklin (see page 122), had, like the latter, an extremely narrow escape from destruction by Japanese suicide aircraft on May 11. An aircraft carrier of 27,100 tons, the Bunker Hill was the flagship of Vice-Admiral Mark A. Mitscher, in control of the fast task force which has operated repeatedly within close range of the Japanese coast. Within half a minute two enemy planes crashed into the ship in quick succession. One of them struck the island superstructure, where control of the ship is centred, killing three officers and 11 ratings within 20 feet of where the admiral was standing. Previously the other aircraft had dropped a 500-lb. bomb through the flight deck; this luckily passed out through the side of the ship and exploded in the air. The plane itself skidded over the side into the sea. But a bomb from the second aircraft penetrated to the gallery deck of the carrier, where it exploded, starting a terrific fire.

A CRUISER and three destroyers drew close alongside the blazing ship, taking off many of the injured and helping to fight the fires. The admiral himself remained on board until the flames were under control. This was not achieved until the captain ordered the ship to make a sharp turn under full helm. This caused the great vessel to list heavily, with the effect of sliding overboard masses of burning debris and tons of water. Even so, it was many hours before the ship could be considered out of danger from burning petrol and exploding ammunition. By that time there were 392 dead and 264 injured. After temporary repairs had been executed, the Bunker Hill was ordered to Puget Sound Navy Yard for refit. She is the third U.S. fleet aircraft carrier that has been saved by a slender margin from destruction as the result of Japanese suicide attacks recently. (See also page 180.)



SURRENDERED U-BOATS moored at Lisnahilly, near Londonderry, Northern Ireland, totalled over fifty; they included nine of the "21" class (1,600 tons, carrying 23 torpedoes); four of "9" class, and 39 of "7" class (each of 500 tons).

Photo, British Official

How Two Sea-Queens Ran the Gauntlet of War

Ferry-boats for millionaires, Britain's two greatest liners were pitched by the war on to the troubled waters of the world with thousands of fighting-men and tons of stores cramming decks and holds. Something of the meaning of this mighty change is conveyed in this account of the wartime careers of the Queen Mary and the Queen Elizabeth, by Capt. FRANK H. SHAW.

FEW who saw the stately Queen Mary start her maiden record-breaking Atlantic voyage would have visualized the mighty ship as one of the most potent factors-to-be in world-victory. She was the acme of luxury, a ferry-boat for millionaires ; the biggest, fastest, most superb ship afloat. And when she pulled out from Southampton one received the impression that half the seaport was leaving its moorings and heading for the Atlantic.

When the war came she was stripped of her elaborate trimmings and converted to national service. Her sleek black paint was overlaid with battleship grey ; 6-in. guns were mounted on her afterpart ; high-angled artillery pointed skywards from every salient angle. Her swimming baths became ammunition magazines ; her children's playgrounds quarters for expeditionary troops. Because of her high speed she was qualified to hurry through the worst danger zones. Her enormous capacity made her ideal for transporting vast numbers of men and masses of war material to whichever quarter of the embattled world was most in need of such reinforcements. Similarly with her sister ship, the Queen Elizabeth, whose construction on the Clyde was arrested through industrial depression in the pre-war years.

SEPTEMBER 1939 found the Queen Mary outward bound from Southampton with 2,332 passengers. The Atlantic swarmed with U-boats, but she gained port unmolested. She stayed tied up in New York, partly because she was too valuable to be risked in open sea. For the enemy to have claimed her sinking would have been reckoned as a major victory. There was a question of converting her into an armed merchant cruiser, but fortunately this was vetoed. For armed merchant cruisers were, even in 1939, anachronisms. They were too vulnerable, because of their enormous freeboard, their comparatively slow speed and their inability to carry guns of big enough calibre to engage such ships as the so-called German pocket battleships and 8-in. gun cruisers on anything approaching an equality.

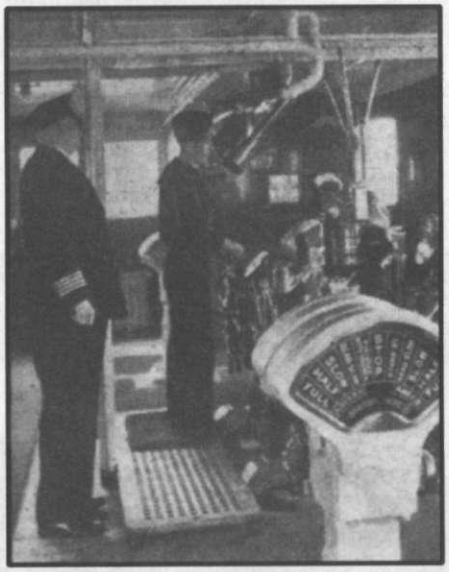
The Queen Elizabeth was not completed when war began ; and she was a source of great anxiety to the Admiralty, for the Clyde was wide open to enemy air attack. When she was fit for sea, in February 1940, she was at once dispatched to the security of New York harbour. A month later the Queen Mary was sent to Sydney, going through Panama ; and there she was stripped and made ready for service as a gigantic transport. She packed 5,000 Australian troops into her hull and having landed these in England, she collected an equal number of British troops and sailed with them for the Middle East.

Major Mishap off Donegal Coast

That meant the long way round—via the Cape of Good Hope—for the Mediterranean was by then a danger zone alive with enemy submarines, and under persistent threat of air attack by a seemingly invincible Luftwaffe and Regia Aeronautica. Having nearly twice the speed of the average Far East liner, the Queen Mary devoured distance greedily. At full speed she would have outdistanced almost any escort, and had a range exceeding that of most warships.

She had one major mishap, off the coast of Donegal, on Oct. 2, 1942, though this was not disclosed by the Admiralty until May 1945. With 15,000 American troops on board the Queen Mary was travelling all-out for the Clyde with an escort of two cruisers, one of which was H.M.S. Curacoa. The Queen Mary's look-out raised an alarm—a suspected U-boat had been sighted. The liner immediately wheeled and, travelling at nearly 30 knots, crashed full-tilt into the Curacoa which, cut in half, sank in five minutes. Although rescue measures were promptly taken, 338 men and officers of the Curacoa were lost. The Queen Mary arrived at the Clyde with a great dent in her bow. Temporary repairs were carried out at Greenock, and when she returned to New York a new bow was fitted.

Meantime the Queen Elizabeth went from New York to Singapore, where she was converted from luxury liner to utilitarian



THE QUEEN ELIZABETH'S CAPTAIN in the wheelhouse during a recent voyage to New York. On June 24 the great liner took aboard nearly 15,000 American airmen for transport home from Scotland. See also facing page, and page 141. *Photo, British Official*

trooper. By removing her bulkheads, alleyways, panelling and the ornate furnishings of peacetime employment, her carrying capacity was more than trebled. Intended to set the world on fire as the last word in sea travel, the Queen Elizabeth performed her first passenger trip as a grey, crowded trooper ; her decks crammed with men and her holds with warlike stores. Carrying from 5,000 to 6,000 men at a time, by the end of 1941 the two great ships had transported at least 80,000 soldiers to zones where their services were urgently needed.

Improvisations were made to adapt these Atlantic ships for tropical and sub-tropical work. Heat was the main enemy, especially in vessels crowded to capacity ; but this was overcome with the usual resourcefulness of the Merchant Navy, to which the leviathans continued to belong. Although under Admiralty and War Office direction, their care and upkeep were in the hands of the Ministry of War Transport, skilled in such matters.

HARD, tireless work compelled overhauls ; these were completing when Japan hit at Pearl Harbour. That meant added activity for the two great liners. A certain amount of improvisation enabled them to load some 8,000 U.S. fighting men aboard, and at top speed, with Japanese submarines and aircraft-carriers a steady menace, they bore these urgent reinforcements to Sydney, for the defence of Australia. Here again their speed saved them. Going all-out they could outpace most surface-craft, and careful navigation took them clear of air-attack zones.

The U.S.A. being now in the war to the hilt, the value of the two ships as transports for helping to convey a U.S. Expeditionary Force to the European war theatre was evident. They were returned to New York, via the Panama Canal, whose locks had recently been enlarged to permit the transit of the mightiest vessels ; and, once again laden very heavily, they tackled the ever-menacing problem of the North Atlantic. Here the German U-boat campaign was brewing up to its climax. There were big surface ships still threatening forays ; the Luftwaffe was far from being licked.

WHAT a bag either would have been had she been hit ! By virtue of still greater economies of space, the " Queens " could carry a matter of 15,000 troops apiece. Fifteen thousand men—a whole division transported at a time to whichever area of war stood most in need of them. Mussolini's action in closing the Mediterranean hardly mattered. By way of Freetown and Simonstown to Suez, the great Cunarders made distance a laughing-stock, and were able to reinforce the Desert Army so as to permit it to inflict that shattering defeat at El Alamein.

They Scented Victory from Afar

With Alexander and Montgomery supplied, the " Queens " resumed a shuttle service across the Atlantic. Come hell or high water, they flashed east and west ; and each westward trip brought into Europe the eager young legions who scented victory from afar. By 1944's stormy end they had conveyed but few short of a million men—80 per cent of them American. More than once each ship carried as many as 20,000 men. Hitler learnt of their activities. Maybe his intuition told him that such colossal craft threatened him, and he offered fabulous rewards to such U-boat commanders as could destroy them. But 33-knot speed laughed disdain at the best the Fuehrer could do.

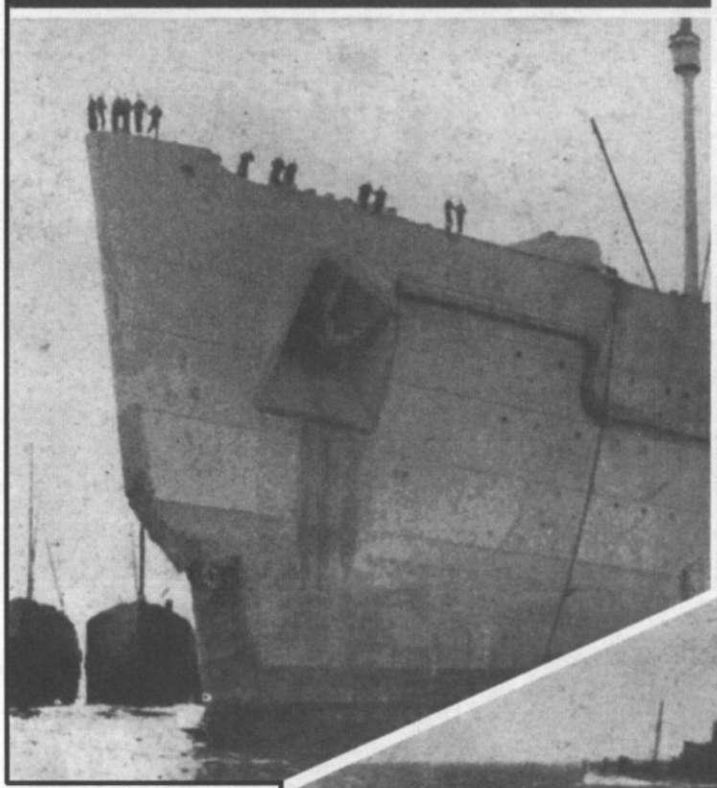
NEVERTHELESS the Queen Elizabeth had a narrow escape from heavy damage, when in April 1945, two days out from New York, an enormous wave almost overwhelmed her. Thousands of tons of water cascaded on to her decks, and for one terrible second the 85,000-ton liner almost disappeared. Miraculously she righted herself, and there was not a single casualty, though a great deal of material damage had been done.

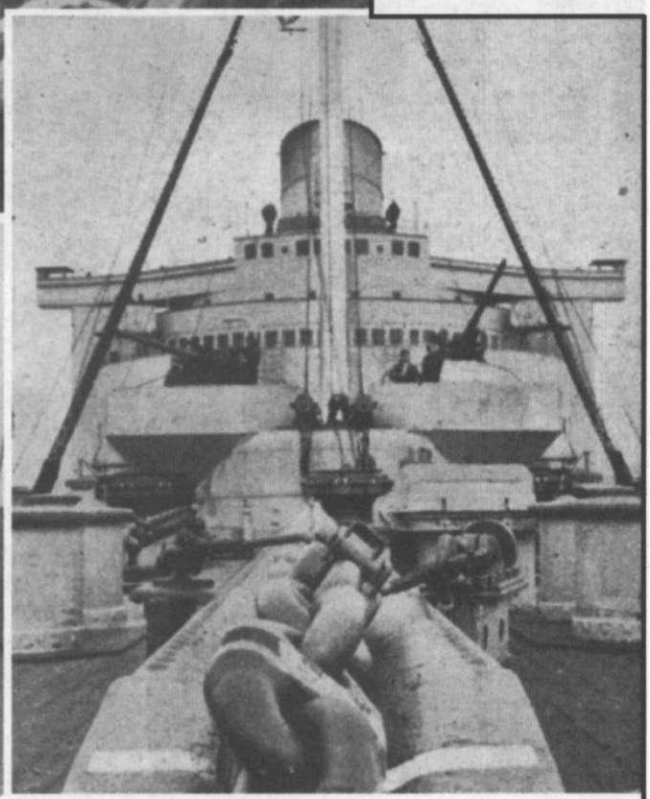
Each westward trip these great liners crammed their holds with prisoners of war, dispatched to the United States for safer keeping. Three times during the war did the Queen Mary carry our Prime Minister and his Staff to the U.S.A. for consultation with America's leaders. Throughout this arduous service the ships have valiantly maintained the Cunard Line's proud record of safety. They have, between them, established a record never before approached, never likely to be surpassed.

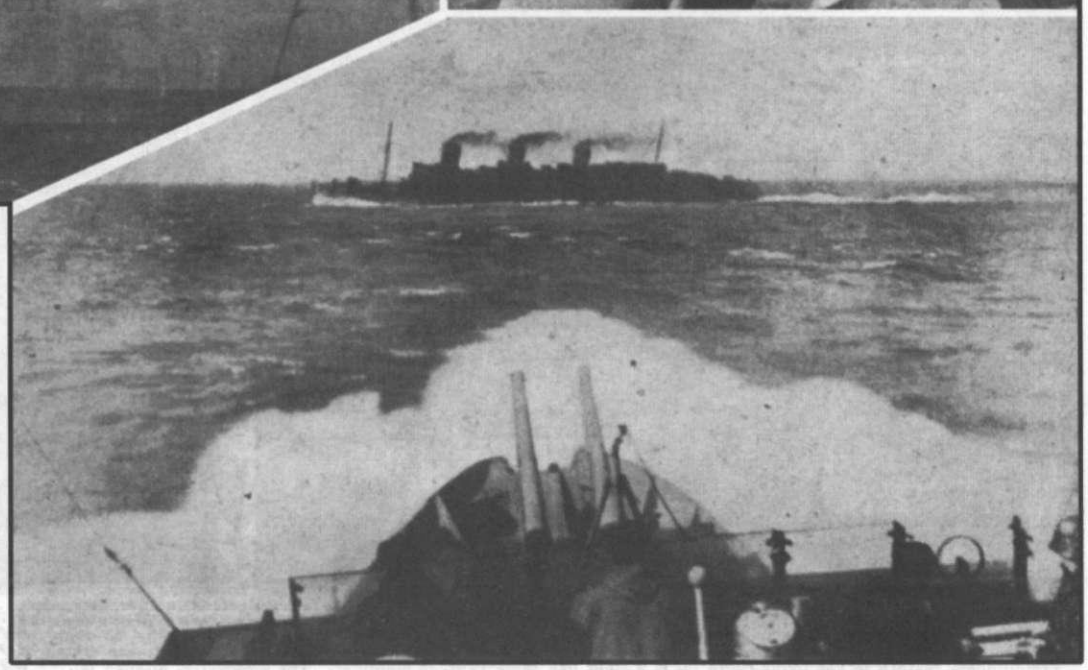
They were originally designed to serve in emergency as Armed Merchant Cruisers. Their record is prouder by far than if they had been so employed. Thus it was, that between the spring of 1940 and May 1945, the Mary and the Elizabeth steamed over 950,000 miles—equivalent to 38 journeys round the world—to bring safely across the oceans 1,250,000 fighting men of the Allied Nations. Now, with that other famous British liner the Aquitania, they are to run a shuttle service between Britain and the U.S., taking home thousands of American troops.

Hitler Put a Price on the Two Queens' Heads

QUEEN ELIZABETH, 85,000 tons, world's biggest and fastest liner, and her sister ship the Queen Mary (80,000 tons), since the spring of 1940 between them steamed over 95,000 miles to bring safely across the oceans 1,250,000 troops of the United Nations, it was disclosed on May 19, 1945. U.S. wounded attended a mid-Atlantic religious service held in the Queen Elizabeth's Officers' Lounge (left). Defensively armed against likely attack—her wartime transport missions took her from the Mediterranean to the Atlantic and westwards to the Pacific—her forward gun-turrets (below) were always manned: the massive anchor-cable is seen in the foreground. Her fastest Atlantic war-time crossing took under five days.



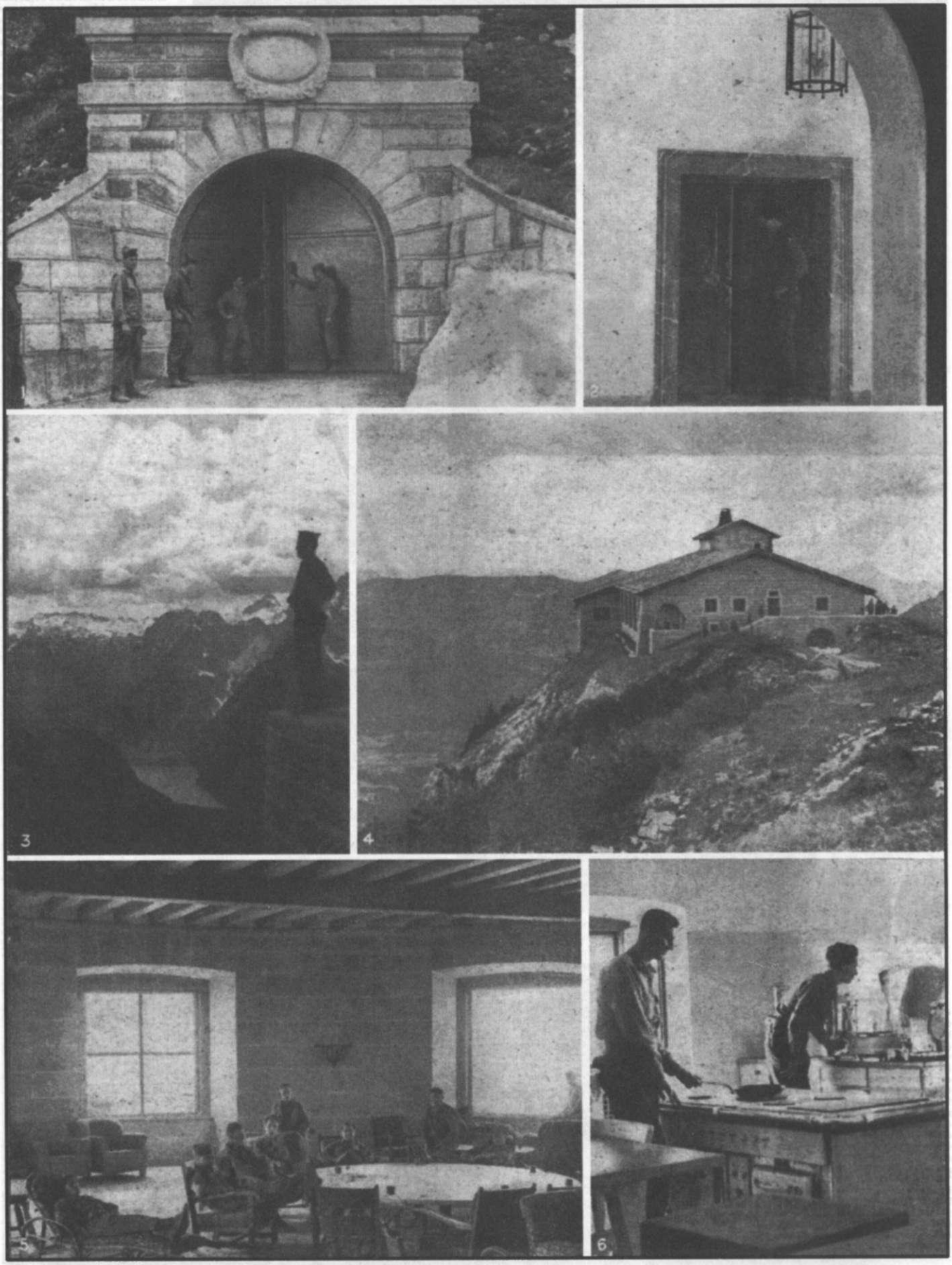




QUEEN MARY, holder of the Atlantic Blue Riband, badly dented her bows (above) when she collided with H.M.S. Curacoa (story in facing page). On three occasions she carried Mr. Churchill and the Chiefs of Staff to the United States for important war conferences. She is seen (right) dead ahead from the bridge of the British cruiser Scylla as, with the Premier and his party aboard, bound for Washington, the Queen Mary sped across the Atlantic in May 1943. So vital were the Queen Mary's and the Queen Elizabeth's war-transport work that Hitler offered the equivalent of £50,000 and the highest State honours to any U-boat which sank either of them.

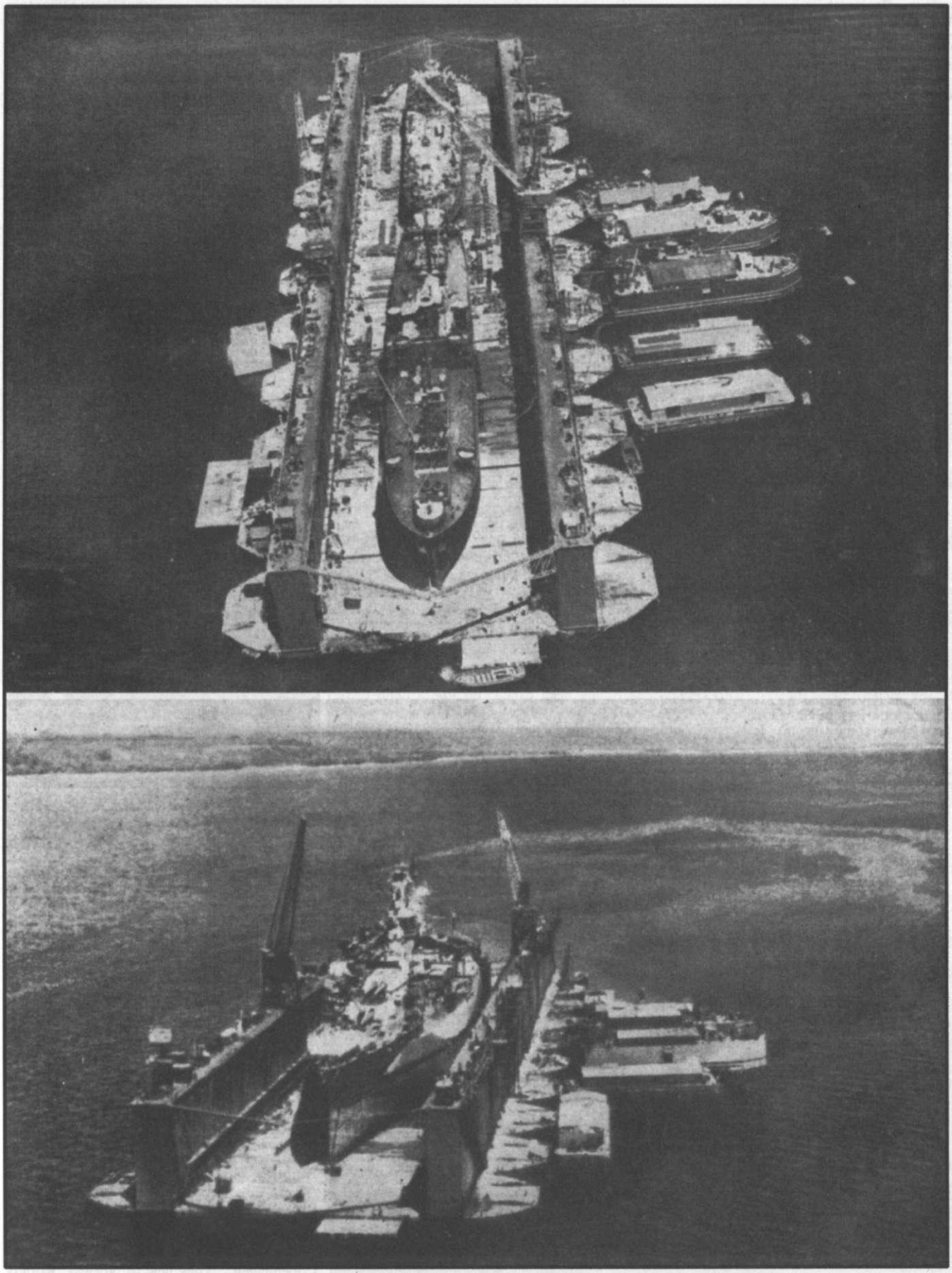
Photos, British Official, Keystone

Eyrie Where Hitler Planned World Conquest



FUEHRER'S "EAGLE'S NEST," ON A 6,000-ft. MOUNTAIN TOP above his famous retreat at Berchtesgaden, is now a show place for U.S. troops. It is entered through a vast bronze doorway (1) at ground-level, leading to a passage tunnelled through the rock to the lift (2). A superb view of the Austrian Alps (3) is had from the all-stone house (4) which miraculously survived the bombing of April 25, 1945 (see page 58). Predominant feature of the living-room (5) is a solid oak table 15 ft. in diameter. The all-electric kitchen (6). PAGE 170 *Photos, Keystone*

Vast Floating Dockyards in the Pacific War



FIRST PHOTOGRAPHS OF ADVANCED BASE SECTIONAL DOCKS (ABSDs) of the U.S. Navy reveal the staggering nature of these floating workshops in size and conception. Constructed in separate units, these are towed as near as possible to the combat zone and there speedily assembled. The largest (top), with capacity up to 100,000 tons, accommodates two ships at once. In the 10-section dock (below) a battleship stands high and dry for repairs. See also pages 666 and 743, Vol. 8.

Photos, Associated Press, New York Times Photos

Now It Can Be Told!

PHANTOM PATROLS: G.H.Q. LIAISON REGIMENT

COMMANDED by Lieut.-Col. A. H. McIntosh, this remarkable organization founded by Maj.-Gen. Hopkinson (killed while commanding the 1st Airborne Division in Italy) began secret operations early in 1940, in France, and its existence was not revealed until May 1945. How the 150 officers and 1,250 other ranks gathered and swiftly passed back vital information throughout the war in Europe and elsewhere is told here.

BEATING the speed of normal communications by hours, patrols of the Phantom Regiment (officially, G.H.Q. Liaison Regiment) did their "recce" work up with, and sometimes in advance of, our front-line troops, keeping Army, Army Group and Base H.Q. informed almost minute-by-minute of all that was happening. In no other way could such complete and speedy "pictures" of the progress of operations have been presented to those immediately responsible.

Messages were sent from under the noses of the enemy by means of very small and special wireless sets, invented for the purpose by Captain Peter Astbury. These "scrambled" the coded messages, in which condition—if intercepted by the enemy or any other unauthorized person—they were, of course, quite unintelligible. Transformation to sense came at the other end. During the eleven months of fighting on the Western Front, Lieut.-Col. McIntosh's "Phantoms" sent more than 70,000 of these messages from the battle areas to the headquarters of the 12th and 21st Army Groups.

When circumstances required it, men were dropped by parachute—sometimes behind the enemy lines at night—with their very small wireless sets. And if either operators or codes fell into enemy hands the enemy would be left none the wiser. Codes were changed daily, the men being kept informed of the changes in a highly ingenious manner.

WHEN the secret regiment came back from Dunkirk, and other places, after the fall of France, sections were deployed around the coasts of England where invasion was most probable. They were to speed the news of any attempted landing, and their headquarters were in very innocent-looking surroundings in St. James's Park, London. Here were the base wireless sets to which the Phantoms worked, information being passed therefrom to the G.H.Q. Home Forces and what ultimately became the 21st Army Group. The headquarters in St. James's Park comprised also some pigeon lofts containing carrier-pigeons which supplemented the Regiment's wireless. "There," said Lieut.-Col. McIntosh, "we had an engine which would run a lighting set and wireless sets if the main current of London were cut off by bombing, and an air raid shelter in which the work could be done."

Towards the end of 1940 a squadron of the Regiment left this country for Greece, and until almost the whole squadron was made prisoner they were in wireless contact with London. Adopting a commando role, a squadron joined the raid on Dieppe, and suffered rather severe casualties; one patrol failed to return and nothing since has been heard of them. In November 1942 two squadrons went with the 1st Army to North Africa and operated throughout the campaign, finally joining up with the 8th Army.

There they listened-in to the wireless "talk" of the tanks, gleaning every scrap that was of interest and weaving this into a running commentary, so that out of the fog of confused battle there was presented to headquarters a clear outline of positions, casualties and strengths.

EARLY in 1944 a squadron was trained for parachute work. This was the squadron which had been in action at Dieppe, and special volunteers were called for. After the parachute training they joined the S.A.S. (Special Air Service—see page 350, Vol. 8) as their "communications," and finally dropped with the S.A.S. parties behind enemy lines. Then in June 1944 came the greatest test and ordeal of the organization.

Some of the Phantoms were parachuted into France before D-Day, others went in with the assault troops. First news of the Normandy landings were sent back by them. By July the complete Regiment was in France, deployed with the British, Canadian and American Armies. How Phantom, "one of the brains trust units of the British Army," as it has been called, became a Lend-Lease service from Britain to the U.S.A. in military operations in north-west Europe was revealed in June 1945. In the early stages of the assault on the Normany beaches General Eisenhower, Supreme Commander of the Allied Expeditionary Forces, visited the British 2nd Army H.Q., then located near Portsmouth, and was considerably impressed by the complete picture of operations which was available.

He asked how it was done. The answer was, "Phantom patrol." It was explained to him how the organization flashed back by wireless to England the positions of brigades and battalions in the beach-head battles. Gen. Eisenhower immediately asked if he could have a Phantom unit for work with the U.S. formations.

"There was a Phantom squadron in Scotland," said Capt. K. W. Salter, commander of a Phantom patrol in the 2nd Army, "and that squadron, within 24 hours, was brought south and sent across the Channel, complete with officers, other ranks, vehicles and equipment to join formations of the U.S. Army. Throughout the campaign those patrols worked with the American divisions and corps and did a great deal to give a full picture of the battles to the higher commands." The Americans had planned to build up their own U.S. Phantom organization, modelled on the British, but the campaign was won before they had an opportunity to put their own Phantoms in the field.

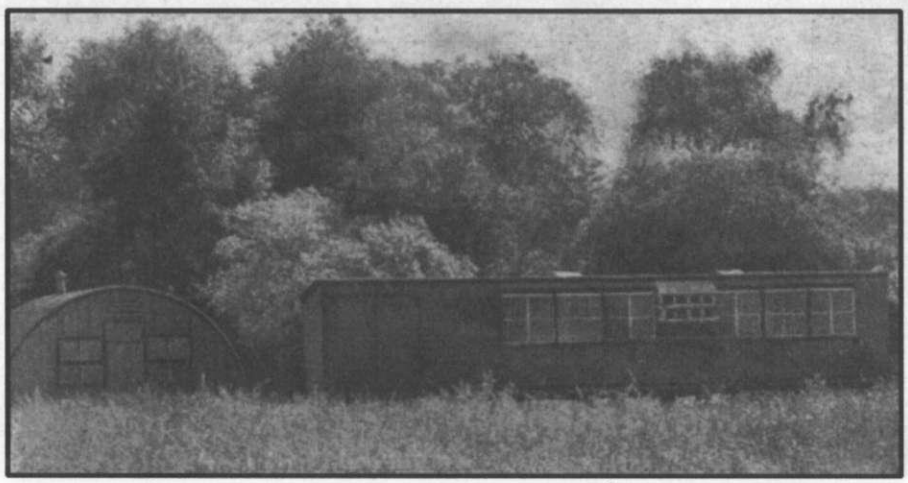
The map-room of General Crerar (1st Canadian Army) secured a substantial proportion of its information from the Regiment,

MAJ.-GEN. HOPKINSON, O.B.E., M.C. (right), founder of the Phantom Patrols ("one of the brains trust of the British Army"), and Capt. P. Fletcher. *Photo, British Official*

General Patton (U.S. 3rd Army) acknowledged a very great deal of assistance, and our own 2nd Army was also greatly benefited. They were with the parachute troops at Arnhem, patrols went with the assault parties across the Rhine and into Germany, and "due to us," said the Commanding Officer of the Regiment, "nearly everybody knew exactly where all the leading troops of all the Armies had got to and a firm grip on the situation was kept."

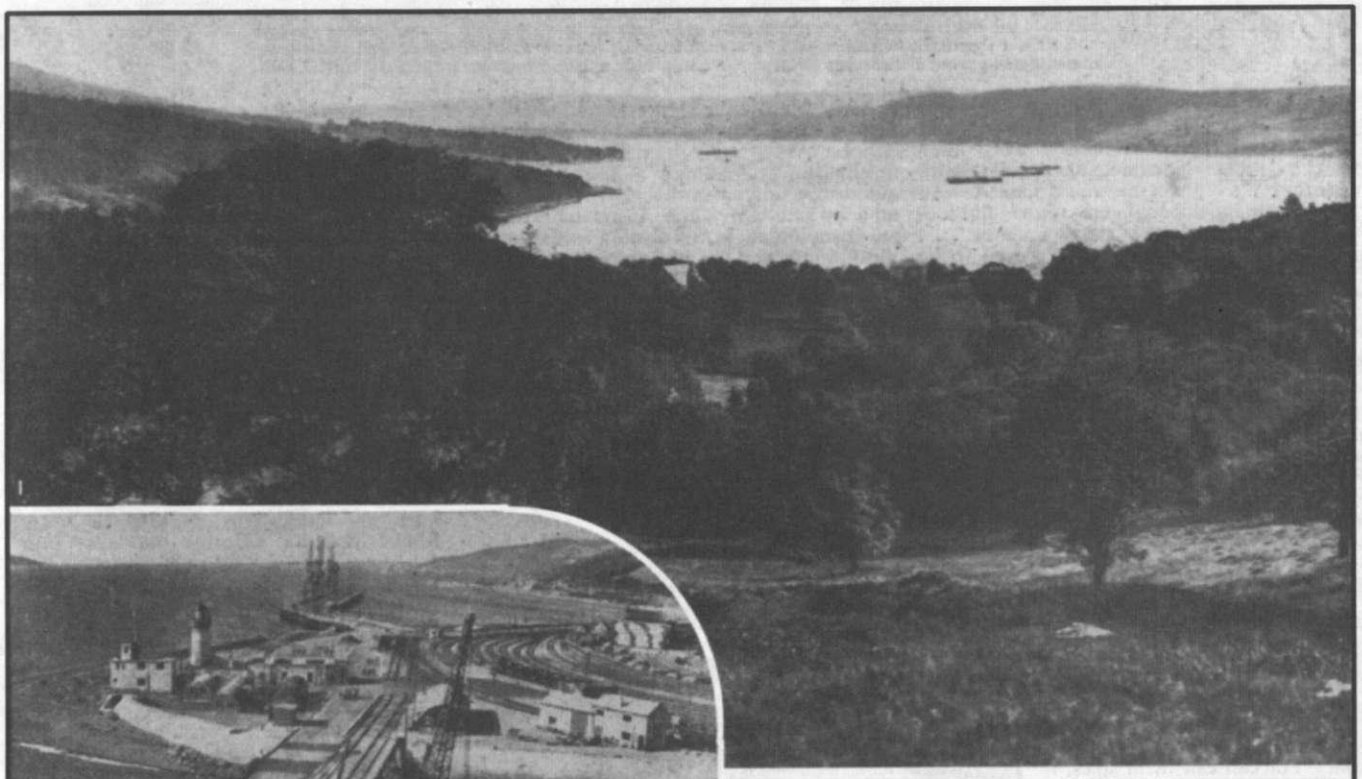
HOUR by hour during the Ardennes breakthrough every move of German armour was reported by these men who wear a small "P" on the right shoulder. The closing of the Falaise Gap became news through their efforts. They made known the first details of the German concentration camps and prisoner of war camps. The last spectacular event was the link-up with the Russians; a Phantom patrol was directed by the U.S. 1st Army to a certain point where the link-up was expected to take place, and the moment it became an accomplished fact the news was put through.

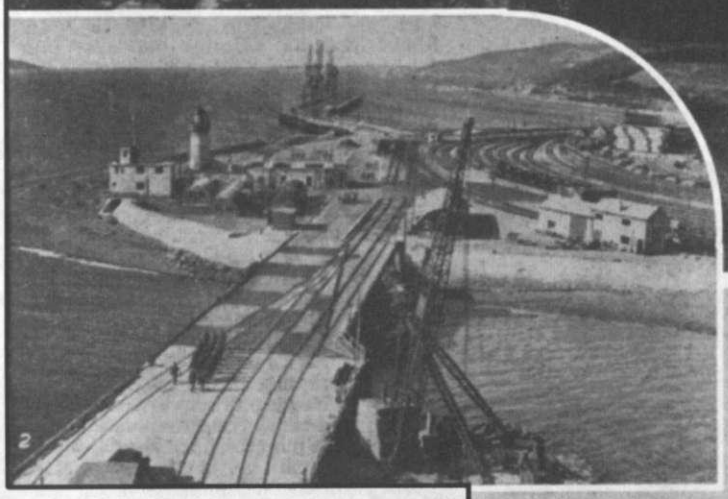
Now the patrols are in Hamburg, Bremen, Copenhagen. They flew to Norway, Rotterdam, Amsterdam, The Hague. And the curtain is now waiting to go up on what will be the final scene of all.

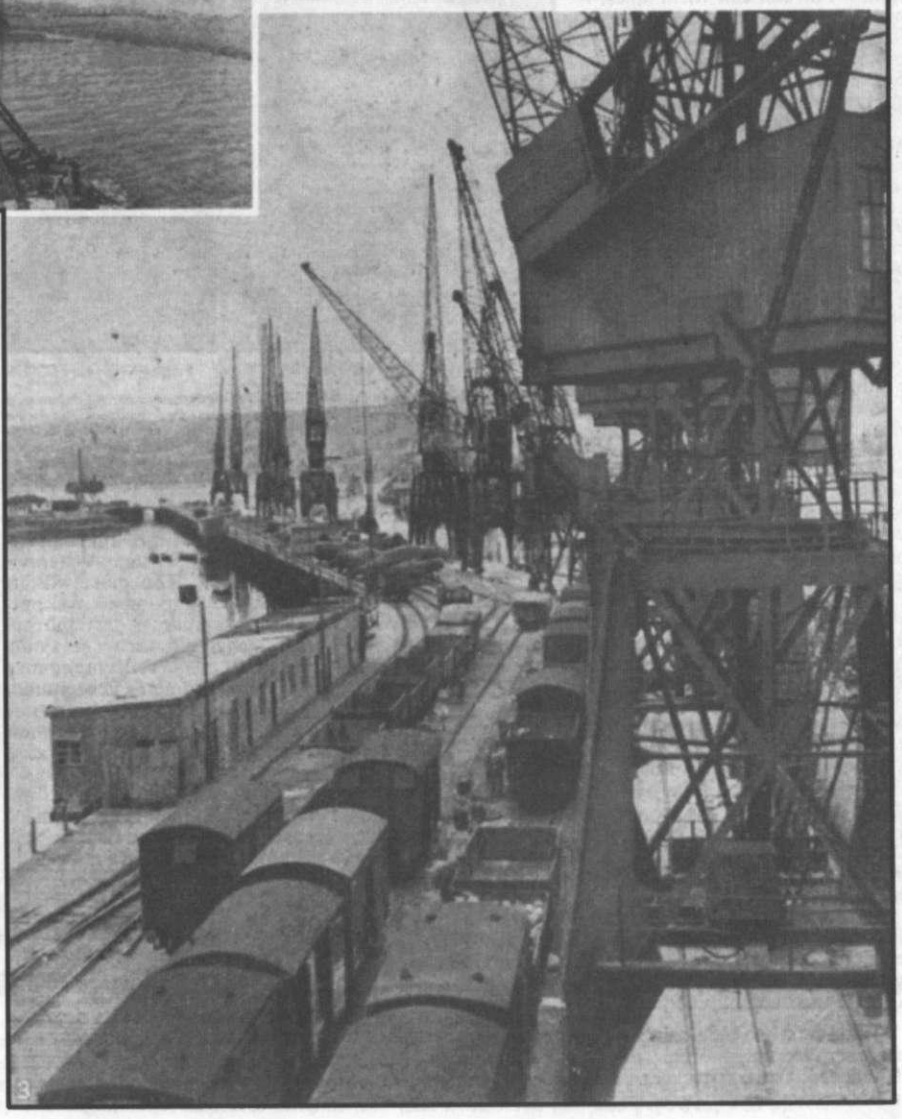


PIGEON LOFTS IN ST. JAMES'S PARK held their secret throughout the war with Germany. They housed carrier pigeons which supplemented the G.H.Q. Liaison Regiment's wireless, as told in this page. Here also were base wireless sets to which the Phantoms would have worked had necessity arisen during the invasion-scare days of 1940. *Photo, Keystone*

Military Ports Were Built Secretly in Scotland







AFTER THE FALL OF FRANCE, when—owing to the perilous proximity of the Nazis to our shores—our east and south-east harbours became virtually closed to large ships, the Army set about building two full-sized secret ports on the west coast of Scotland. One (it was revealed on June 6, 1945) was on the Gareloch, off the Clyde ; the other at Cairnryan, Loch Ryan, Wigtownshire. They were deep-water harbours, taking the largest ships. The Queen Mary, besides many of our biggest battleships, berthed in the Gareloch, and it was here that H.M.S. Malaya (31,100 tons) was fitted with new guns, necessitating a lift of 90 tons by a giant floating crane.

Excavations were begun at the end of 1940, and the first ship berthed at Gareloch—No. 1 Military Port—in July 1942. Often working for very long hours in most adverse weather conditions, and frequently under water, 5,000 men of the Royal Engineers and the Pioneer Corps (some of whom later helped to build Mulberry Harbour) successfully completed their gigantic task. Overall control was in the hands of Brigadier Sir Bruce G. White, K.B.E., Director of Ports and Inland Water Transport.

From being a peacetime resort of holiday-makers and yachtsmen, set in the lovely landscape of Dumbartonshire, Gareloch (1) became the busy port (3) with rail-tracked landing stages and six 500-ft. berths, each giving a depth of 33 ft. at low water ; 20 of the cranes were transferred from Southampton. At Cairnryan (2)—Military Port No. 2—five 500-ft. deep-water berths were installed In all, over 50 miles of track were laid. Each port has a waterfront of more than 1½ miles. Both played a big part in the disembarkation of U.S. troops and supplies ; many more will probably sail from them to the U.S.A. Rate of handling and assembling trans-Atlantic equipment at the ports of dispatch to the Continent constituted a world-record. See also page 190.

Photos, T. R. Aman, British Official

Secret Service Agents Helped to Win the War

The suggestion recently made in the U.S.A. that they should endeavour to build up an Intelligence Service on the British model is a compliment even greater than that paid to us after the 1914-18 war by the Germans, when the latter declared that the superiority of our espionage system undoubtedly had proved disastrous to them. Striking facts are here revealed by PETER LEIGHTON.

"A V2 storage depot between two hospitals was one of the targets of Spitfire bomber pilots when they attacked rocket launching sites in Holland yesterday . . . Several trains loaded with supplies for the front were found and destroyed outside Deutz near Cologne . . . Shortage of raw materials is believed to be the explanation of the fact that several large plants at the Leuna Works of the I.G. Farben were idle for four days last week . . ." Common enough were these reports during the war with Germany.

How was that storage depot discovered? How was it known that certain vitally loaded trains would pass the station of Deutz at a given time? How did it become known that the Leuna Works were idle? Photographic reconnaissance can, of course, work wonders (see illus. page 733, Vol. 8), but we have yet to get a camera that sees inside buildings and looks up time-tables.

The answer to the question how these typical pieces of vital knowledge were obtained can be given in one word—"Intelligence." That covers many things, involving hundreds, possibly thousands, of men and women who are willing to risk their lives in obtaining information. You can call them spies, if you like, but only a few of the Secret Agents are traitors to their own country, ready to sell information to anyone. The most valuable information comes from men and women to whom fame and monetary reward are secondary. These who take their lives in their hands to ferret out the enemy's secrets get no medals. For obvious reasons their names and stories seldom appear in the newspapers.

But over 40 names of people appeared in headlines of German papers last year as having been executed for "intelligence with the enemy." No details were given as to what they did or how they were caught. It is possible some of them were not Agents at all. The Gestapo would rather execute ten innocent people than allow one spy to slip through the net. Reading the names, one wonders what stories may eventually be told in full. There was the elderly Flora Tropfer, mother of five children, for instance. She was executed "as a British spy" in Mulhouse under German occupation. And Arno von Wedekind, described as a Swiss student, devoted to the study of philosophy in the University of Goettingen.

Germans Revealed Luftwaffe Secret

The typical spy is not a Carl Lody, a Sidney Reilly or a Mata Hari. In spite of Hollywood films, the success of an Agent must depend upon his being so very ordinary, having regular work and a normal background. There are very few super-spies these days. The really big men in Intelligence do not go to enemy territory. Their task is to weld together a score or a thousand separate reports, often of the most prosaic and apparently unimportant kind, sent by the Agents who actually do the "spying."

The days when blue-prints of secret weapons or other documents might be stolen in trains (if, indeed, those days ever existed) are over. But occasionally valuable information may be picked up by the sheerest luck. Air Vice-Marshal C. E. H. Medhurst, the Intelligence Service expert, early in the war, told how an Englishman making a journey in Italy got into a compartment with two Germans and an Italian. The Germans swapped stories and then, gently chaffed by the Italian, blurted out why the Luftwaffe kept flying to the Shetlands, but never dropped bombs there. The Englishman, whose name of course may not be revealed, reported the conversation. It meant nothing to him. But to our technical experts it was the clue to a line of radio research that the Nazis were pursuing, of which our authorities had no previous inkling. To say that this information led to the saving of the lives of hundreds of our merchant seamen would be no exaggeration.

One of the most effective pieces of intelligence work was at Peenemunde (see pages 510, 617, Vol. 8; also p. 253, Vol. 7). Reconnaissance planes may have given us clues to the importance of the place, but where the Nazis thought that we obtained our information was obvious immediately after the great raid which set their V-weapon campaign back a year. The place was at once swamped with Gestapo men who put every civilian within miles "through the hoop." What staggered them was our exact information that at a certain time on a certain day a certain building at Peenemunde would be filled with scientists, technicians and high officers of the Luftwaffe; 5,000 of them were reported to have been killed in the raid, including Germany's "V-weapon genius," General von Chamier-Gliszcensky, and the Luftwaffe's chief of staff General Jeschonnek. There were medals for the R.A.F. men who carried out the raid. There were no medals for the spies! Possibly they themselves perished in the raid.

Months before D-Day and up to the end of the war in Europe hundreds of men and women were dropped by parachute on enemy-held territory, including two British girls, who played small but vital parts in our preparations for invasion. One revealed that she was twice searched by the Germans, but had always written anything vital on toilet paper, which her searchers rapidly passed over in embarrassment. (See photographs in this page.) "Carpetbagging" was the code word for these dropping operations. A fortnight before V Day, Liberators flew by night from bases in Dijon, France, with Agents who parachuted down in Southern Germany and sent by radio to London urgent reports of enemy movements. Crews on this and other expeditions were all sworn to secrecy, the most stringent security arrangements were enforced at the base aerodromes, none but the station commander and crew were allowed contact with the Agents who were to be their passengers: and that meeting was only an hour or two before the take-off.

Often Extremely Dull Routine Work

In the year of Munich (1939), Parliament voted the modest sum of £180,000 for our Secret Service. During the war years Parliament has, for obvious reasons, given a blank cheque. But the sum spent is not vast. Many of our agents are patriots who want no more than enough to keep up the pretence that is vital to them. Many are engaged on extremely dull routine work. One may have nothing to do but watch trains going by on a particular stretch of line that can be seen from his window. Maybe he has to pretend to be an invalid and lie up, naturally with the bed drawn near to the window. Nothing happens for weeks, perhaps months. Then one day the rhythm of the traffic is changed. Passenger trains are held up while a heavy goods train is shunted on to a branch line. Next day it is the same . . . And later the R.A.F. drop 1,000 ton of bombs on a new factory that the Germans thought was completely concealed and unknown to us.

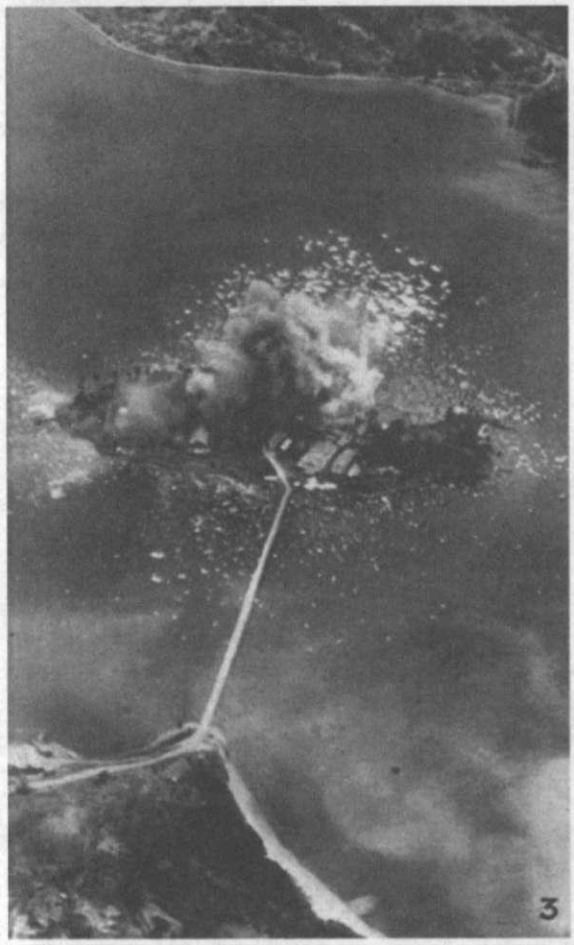
Parachute and portable wireless have revolutionized intelligence work. It is interesting to recall that it was five French parachutists, dropped behind the German lines in 1918, who solved the mystery of the shells falling on Paris and revealed the existence of the Big Bertha gun. It was the brilliant work of Lieut. N. L. A. Jewell, R.N., in his submarine that paved the way for the Anglo-American landings in North Africa in November 1942 (see article p. 398 and portrait p. 635, Vol. 6). This episode, and others prior to D-Day on the beaches of Normandy, as well as in Sicily and Italy, resulted in the coining of the phrase "Undersea Secret Service."

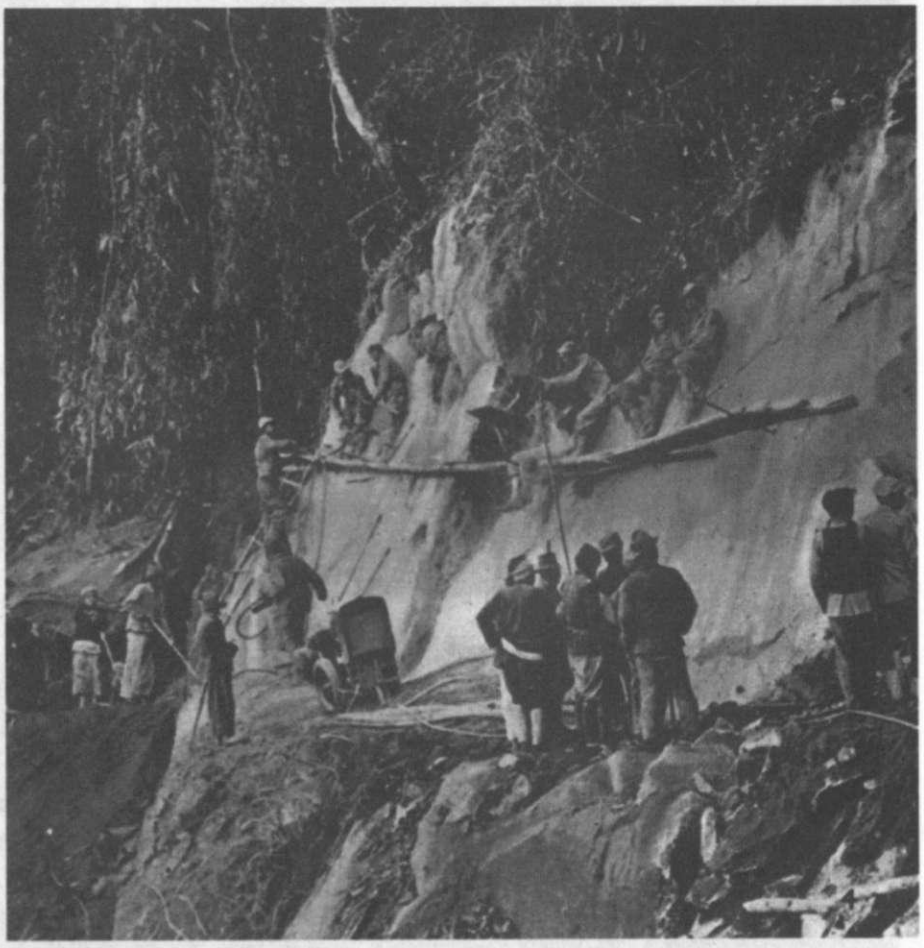
Mr. Churchill in the House of Commons has paid tribute to the work of our Intelligence Agents and told how the many reports, often apparently of no importance, have frequently enabled a picture of what was happening to be pieced together. It was no accident that Mr. Churchill was able to give Marshal Stalin warning of the impending German attack on Russia in June 1941, and to tell him by how many divisions it would be made.

We have no elaborate schools for espionage such as the Germans had at Sonnhofen, and on the outskirts of Hamburg, with its laboratories for the faking of official papers. But the war has proved that our Intelligence is one of the best organized in the world. Hitler's V-weapons, as further instance, were known to our experts before they appeared over here.

Section-Officer SONIA BUTT — Flight-Officer M. O'SULLIVAN

YOUNG W.A.A.F. AGENTS, they were among those dropped by parachute before D-Day; to contact the Maquis and render other valuable help to the Allies. Maureen O'Sullivan crawled through hedges and ditches to watch German troop movements, sending and receiving coded messages to and from London through the medium of her portable wireless set. *Photos, British Official, News Chronicle*

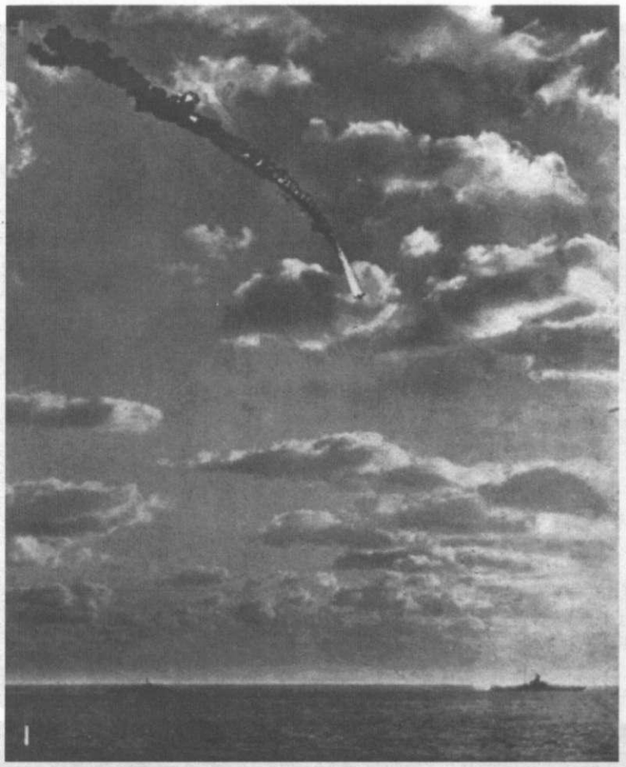


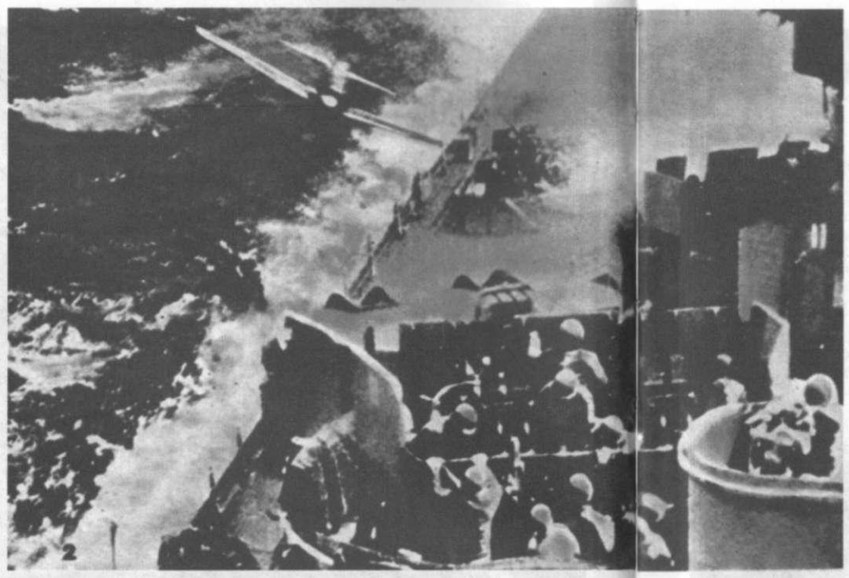


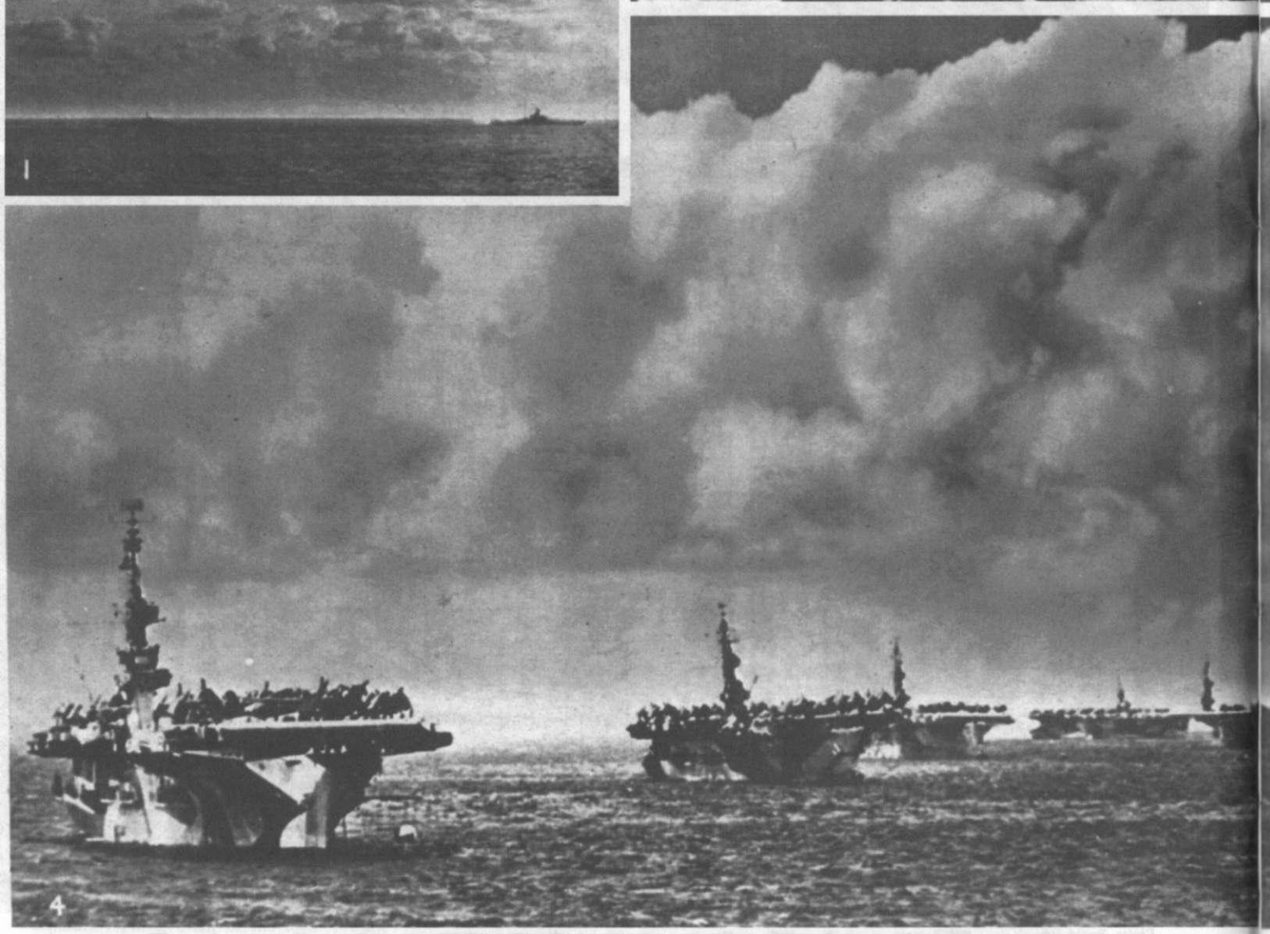
Photos, British Official, Pictorial Press

Through Mud and Rock to Flay the Japs in Burma

Beaches of Rangoon river were awash with mud when the R.A.F. Regiment landed Ack-Ack guns (1) on May 2, 1945; 14th Army units entered the capital the following day. On June 16, Gen. Chambers' 26th Indian Division marched in a victory parade through the captured city (2). Chatham Island, Jap base in the Andamans joined by a quarter-mile causeway to Port Blair, was bombed on May 17 by R.A.F. Liberators (3). Blasting the last rock separating constructional teams from North and South, U.S. engineers (4) helped to complete the vital Ledo Road (see also page 719, Vol. 8).







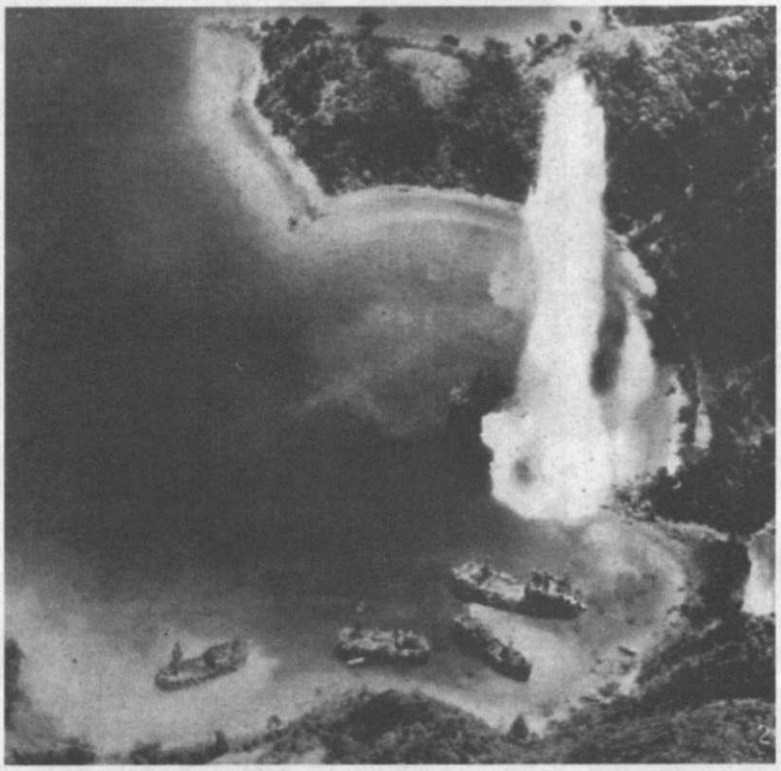
Suicide Pilots Plunge to Death in the Pacific—

"The war in this area is now going faster than anyone thought," declared Admiral Sir Bruce Fraser, C.-in-C. British Pacific Fleet, on June 24, 1945. Smearing a death-trail, a Jap bomber (1) caught by gunfire from a U.S. carrier off Kyushu is about to finish up in the sea. Tense moment as a Jap suicide pilot tries to manoeuvre his Zero on to the deck of a U.S. warship (2). Seven have crashed on British ships: firefighters on one of our carriers after one such attack (3).

Photos, U.S. Official, Paul Popper, New York Times Photos

—Whilst Flat-Tops Scourge the Enemy in the Sky

After hot action, escort carriers of the U.S. Pacific Fleet, with full loads of fighter and bomber aircraft, return to a forward base (4) to refuel and take on supplies for the resumption of battle; extreme right of the anchored five is a heavy cruiser. Close-massed on the flight deck of this Essex class carrier steaming at full speed in enemy-infested waters (5), swarms of Grumman Hellcats and Curtiss Helldivers are ready at a moment's notice to take to the sky.



Behind the Scenes on Battle-Torn Okinawa

Photos, Keystone, I.N.A. Associated Press

A costly victory for the Americans, Okinawa has been hell for the natives: aged Okinawans rest on the way to safety under guidance of a U.S. Marine (1). Cleverly camouflaged with foliage, Jap coastal luggers feel the weight of air attack: in background, a direct hit (2). Marines examine an enemy "Baka" bomb (3) found on Yontan airfield; rocket-propelled, it is launched from an aircraft and, guided by its suicide pilot, is thrown into a dive to explode on contact. See also page 117.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

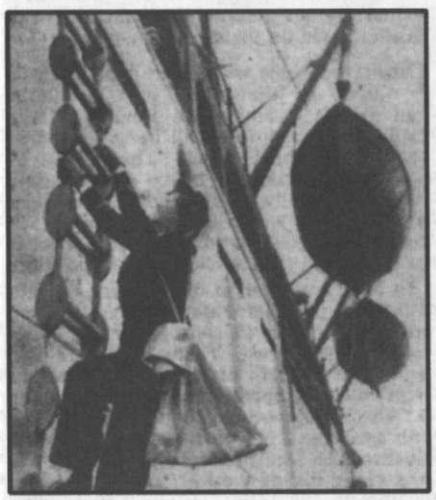
I HAVE often heard the question asked, as a rule rather petulantly, "What do all these young women in uniform do?" I have often heard people, usually other women, comment on the elaborately dressed hair of W.A.A.F. or W.R.N.S. or A.T.S., their carmined lips, their darkened eyelashes ; and add the scornful comment : "How could they do any real work when they're got up like that ?" I have always known this was nonsense. I have seen for myself how useful the girls make themselves in all sorts of ways. And now, whenever I hear such ill-informed remarks, I shall recommend the persons who make them to obtain a book called Wrens in Camera (Hollis & Carter, 8s. 6d.) which has told me a great deal about the varied duties the members of this auxiliary naval service perform.

The book consists chiefly of photographs by Lee Miller, but the text by Miss K. Palmer is a valuable part of it. Her studies of Wrens at work are delightful to look at, as well as informative. "Beautiful," they are called by Mrs. Laughton Mathews, Director of the Women's Naval Service.

In her introduction, Mrs. Mathews tells how the Admiralty at the beginning of the War intended to employ women "only on duties which convention had marked as their sphere." There were not more than about half-a-dozen different sorts of job from which they could choose. In the course of five years the number grew to nearly a hundred. One reason for this was that there were not enough men to go round. Another was "the remarkable success of women in the roles allotted to them." It was discovered that they "could not only do the jobs expected of women, but all kinds of technical and mechanical work ; they could run boats in the black-out and when it was blowing half a gale ; they were calm and cheerful under bombing and shelling."

AT Portsmouth in one of the early blitzes an Order of the Day commended "the manner in which they conducted themselves" as "worthy of the highest praise." About the same time the Flag Officer at Dover, which was under almost continuous fire, wrote, "In spite of all, I still see your Wrens grinning all about the place."

It was on D-Day that the value of their efforts reached its peak. They were employed as Signal Officers and Duty Officers, they operated the wireless, they kept in fighting trim ships and aircraft, guns and torpedoes. "They saw that Jack received his mail, that his pay was in order and that he left shore well-fed ; they took supplies of medical stores and ammunition to the ships. They repaired, by electrical and oxy-acetylene welding the landing-craft that by one means or another got home for the impatient repairs so that they could return to the Normandy beaches." To the success of that marvellous combined operation Wrens contributed their full share.



WREN BOARDING OFFICER'S duties require a sound nautical knowledge as well as much tact. This member of the W.R.N.S. is climbing the swaying ladder of a Merchant Navy vessel lying offshore. See also illus. in page 514, Vol. 7. *Photo, British Official*

ONE aspect of their work is that a lot of it fits them for highly skilled jobs when they go back to civil life. The decision to train them to look after machines was taken without any great confidence in their making good. "It could do no harm and it might do a great deal of good" was the attitude at the Admiralty. But very quickly that attitude altered. It was seen that the Wrens who were picked for skilled technical training were keen and easily disciplined as well as intelligent. "Once these pioneers were drafted, they proved themselves so good there was ever-growing demand for them at Naval Ports and Naval Air Arm Stations."

Young Women in Naval Uniform

They were able to take on "maintenance" work, which means work enabling motor-torpedo-boats, motor-gun-boats and other small craft, which return battle-scarred and splintered to their bases, to put to sea again. "Alongside the men of the Navy, dressed in serviceable dungarees, they worked against time to get their little ships repaired so as to be afloat again in the shortest possible time." They cleaned and greased the guns, and they cleaned the ammunition. That sounds a strange operation, but it is a necessity. Both get dirty when seas run high and break green over these small warships. "Up to their elbows in grease," Wrens worked in the torpedo-sheds. In the blacksmith's shop they swung hammers, made new links for chains, straightened out bent davits. As wood-workers they were equally useful, could "replank a stove-in dinghy, and cut up wood accurately for the Naval shipwrights."

Many will find employment as radio mechanics when they put away uniform, thanks to what they have been taught at Naval Air Arm Stations. A photograph shows one of them testing radio equipment in flight, which requires "apart from her trained knowledge, powers of concentration and a steady nerve." Some have learned to be cinema operators, know all about projection, film cutting and servicing, and will no doubt make use of their knowledge in civil life. Those who have been engaged on engines—"making adjustments to the carburettors of a Barracuda," for example, will be able to keep their own cars in running order and, if they want to earn a living that way, to run a garage or find work in a motor-car factory.

"Casting gears in a submarine repair depot" looks dangerous ; there is a lot of molten metal about, running in a white-hot stream. "The specialist in charge of a milling machine in a repair and maintenance shop" handles a complicated mechanism with ease and evidently has the "exceptional ability and skill" which are needed for her work. Another concentrates her mind on a torpedo engine. A Wren electrician is seen carrying out repairs on a M.T.B. A maintenance Wren tests pressure gauges for submarines. A safety equipment worker goes over a rubber dinghy looking for defects in joints or punctures. That may mean the difference between death and safety to an airman shot down into "the drink."

WREN HOISTING TORPEDOES from a naval M.T.B. for storage at a British port—just one of the manifold wartime duties the W.R.N.S. have performed, as outlined in the book reviewed here. *Photo, Fox*

Very often Wrens are disinclined to take commissions because the work of officers is mostly on shore and at desks. They do not care to cut loose from going down to the sea in ships. Their chance to be boarding officers solved this difficulty. "Once again they can feel the live movement of a deck beneath their feet and taste the salty tang of the flying spindrift as they answer the call of a ship from the convoy."

Up the Swaying Jacob's Ladder

Many Wrens have been employed as boarding officers to give instructions to ships or convoys of ships as to where they must go. Miss Palmer pictures a number of vessels that have crossed the Atlantic and lie, deeply laden with cargo, off the shores of Britain, waiting for their confidential orders to proceed.

> Signals have been picked up and acknowledged and presently a drifter runs alongside. Incredulous hands, peering over the merchantman's side, hardly believe their eyes when the swaying Jacob's ladder is caught by a young W.R.N.S. officer, who proceeds to climb aboard. But sure enough this is the Boarding Officer of modern warfare. Man-power was scarce, so she stepped into the breach and proved her ability to pass the necessary examinations after an eight weeks' course in Naval Control Service work. In addition to her mental prowess she proved that physically she was also master of the situation, for the Boarding Officer must be a good sailor, as her duties are liable to take her some miles out to sea in a drifter or launch in all weathers ; and to climb from the deck of a bucking drifter up the swaying ladder, to the deck of a merchantman pitching and rolling in a winter's sea is not for the faint-hearted.

What influence will the Wrens' wartime tasks have on their future lives ? Some, as already indicated, will be fitted for employments they could never have aspired to before. Mrs. Laughton Mathews in her Introduction foresees a wide extension of "the potentialities of woman-power and the full co-operation of women in public life." She wants women to lay stress on "the things of the spirit," and to work as co-partners with men for "a society based on spiritual values." I wonder if women in uniform have been spiritually uplifted by their experiences. I am afraid I rather doubt it.

What Significance has Bornholm to Russia?

Entered by Russian forces whose business it was to rid this small Danish Island in the Baltic Sea of its occupying German garrison, the strategic value of Bornholm is considerable. How the position is viewed through Russian—and other—eyes is explained in detail by HENRY BAERLEIN.

WHEN the German commander in the Danish island of Bornholm refused to obey his chiefs and submit, as they did, to unconditional surrender, it became necessary for one of the Allies to dislodge him and his troops. This duty fell to the Russians who were already occupying German territory to the west of Bornholm; and it has been suggested that the Russians may intend to remain in Bornholm permanently, since the possession of that large island would serve them exceedingly well.

The Finnish radio on May 14 of this year declared that "the occupation of Bornholm by the Red Army, even if they withdraw after having completed their task, has settled the Russian rule over the Baltic. There is no question that anybody else will be permitted to have a share in this, and the matter must therefore be considered from the realistic point of view and taken as closed."

It is quite true that Bornholm's geographical position at the entrance to the Baltic and to the Gulf of Bothnia makes it a valuable advance post for Russia in the event of a clash between that country and other Powers. Similarly, in the event of other Powers contemplating hostile action against Russia it is obvious that Bornholm would in their hands play a considerable rôle. Swift vessels have in this Second Great War run the gauntlet from Lysekil (north of Gothenburg) to Britain and have returned to that Swedish port. But with Bornholm in German hands it has not been possible to attempt any surface traffic between Britain and Russia except via the north of Norway and the White Sea, a much more perilous and longer journey. Russia would thus have sufficient inducement for converting her temporary stay in Bornholm into permanent possession.

WHAT do we find? While her troops were engaged in ejecting the Germans it was unavoidable that damage should be done to a good many of the small houses at Rönne, the island capital; and also at Nexö, the next largest town, because the Germans had sited their guns in the midst of these built-up areas. But the Russians had given timely notice of their intention so that the authorities could evacuate the civilians, less than ten of whom lost their lives. Bornholm airfield, in use for civil aviation, had to be enlarged by the Russians, so that their speediest military aircraft could land there. Not one act on the part of the Russians justified the Finnish radio comment previously quoted.

Naturally the Russians could not be otherwise than uneasy if Bornholm were to be allowed to remain in the future—as in the past—wholly in the hands of a weak Power, so that, if Germany should ever rise again, it would once more be possible for her to seize the island. The other countries that use the Baltic—Sweden, Poland and Czechoslovakia—would view such a contingency with equal concern. And, of course, if there is to be any occupation of Bornholm other than Danish, those three would prefer it to be of an international character.

An international airfield in Bornholm would probably be the best solution of a number of problems. It would give the Russians security against any hostile use of the island, while it would allay any nervousness on the part of other Baltic countries with regard to Russia's intentions. For the control of northern Germany this aerodrome would also be most useful.

BORNHOLM, though a Danish possession since 1660, lies in the Baltic some 100 miles beyond Copenhagen. Strategically situated as it is between Sweden and Germany this large island has possibilities of development as a submarine and air base.

'The Malta of the Baltic'

When we are considering what Bornholm means to the Russians we must obviously have regard to the harbours. The most extensive one is at Rönne, and when I saw four or five Danish destroyers anchored there it was somewhat inconveniently full. Gudhjem's harbour on the east coast has been increased in size; but even so it is scarcely larger than that of Svaneke, whose normal occupant is the daily motor-boat from Christiansö. It is said that Nelson called the little Christiansö group of islands, which lie some miles to the north-east of Bornholm, the Malta of the Baltic. But that was a slight exaggeration, because the harbour can scarcely be compared with Malta's Grand Harbour, consisting as it does of the few dozen yards that separate the two small islands of Christiansö and Frederiksö.

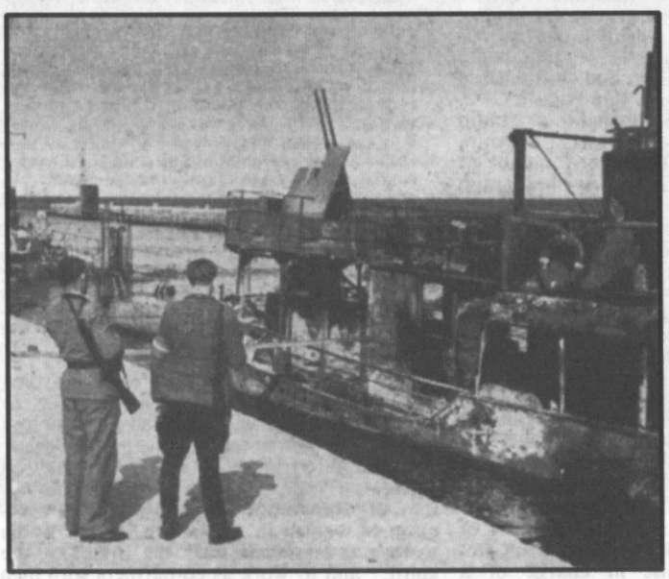
Its capacity is so limited that no country is likely to cast covetous eyes upon that group, while the venerable cannons which have been there for so long will not be superseded. Nor will they ever be fired again. The sole occasion when they went into action coincided with the descent of Nelson's fleet upon Copenhagen. Various British warships attacked Christiansö, standing so far out to sea that no reply seemed possible; and when one of the cannons was at last fired it was fortunate enough, when it burst, only to wound one of the garrison.

One may confidently hope that an equally pacific future is in store for Bornholm. On May 26 a party of Danish journalists visited the island and they unanimously reported that not the least friction had arisen between the inhabitants and the Russians, the former being very grateful for the manner in which the Germans had been driven out. And at the beginning of June, General Koratkov, the Soviet commander, eleven other high ranking Russian officers and Governor Stenman of Bornholm proceeded to Copenhagen to take part in Allied celebrations.

It is a fact, as we have pointed out, that Bornholm's harbours offer very slight accommodation for a modern navy; but in the north of the island there is a region of formidable granite rocks, with wet and dry caverns already formed. By lowering the sea bottom of the wet caves ideal submarine pens would be created. The international air force in Bornholm might be supplemented by an international fleet of submarines based on these pens.

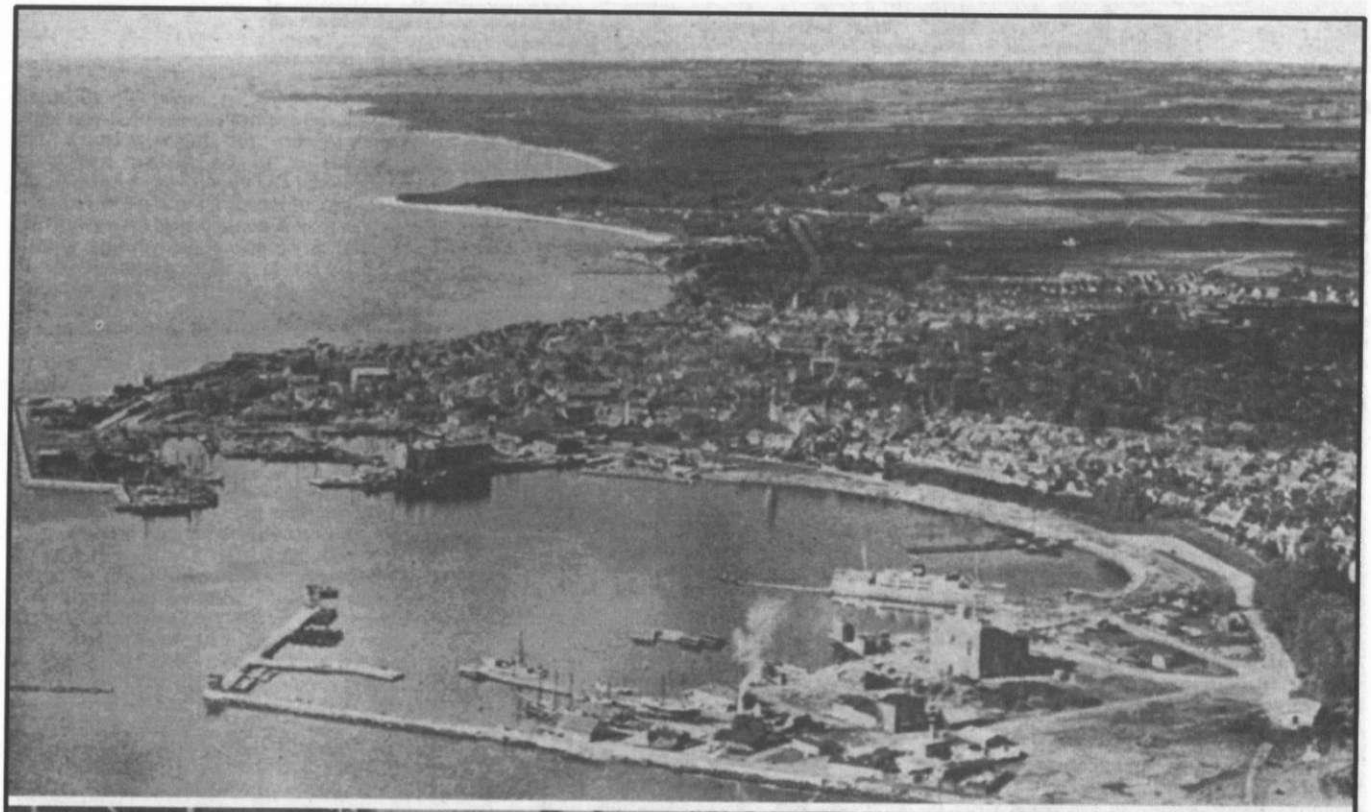
THERE are some who assert that if Russia, alone of the Allies, uses Bornholm, even as she occupied the Finnish port of Hankö, the conditions will be as drastic for Denmark as for Finland. That is not the case, because Hankö being at the south-western extremity of Finland any approach to that country can be prevented by the Russians. Denmark with her west coast on the North Sea is in a very different position.

In our consideration of the strategic value of Bornholm, we have assumed that Denmark would not object to some degree of Allied control of that area. There have been cases in the past of small neutral countries refusing to permit any operations on their territory to which any other country might take umbrage. But it is known that Mr. Christmas Moeller, the Danish Foreign Minister, who for so long during the war was a prominent member of the Danish Council in London, maintains that his country should accept any responsibility which the Allies regard as necessary; and that is believed to be the view of the vast majority of Danes.



DANISH ARMED PATRIOTS AT NEXO, Bornholm's second port, examined the wreckage of German naval vessels sunk by Russian bombers before the Soviet forces—with Danish patriot assistance—finally cleared the island of enemy resistance on May 16, 1945. See also facing page. *Photo, Black Star*

Soviet Occupation of Strategic Baltic Isle



RÖNNE, CAPITAL OF THE DANISH ISLAND OF BORNHOLM (top), where 25,000 Nazis refused to surrender after the general capitulation, was invaded by Red Army forces on May 11, 1945. Soviet officers chatted on the quayside (bottom) as supplies were unloaded after the enemy garrison had been rounded up in a whirlwind five-days' campaign. On May 25 the Russians announced that their occupation of the island was only temporary—"until questions pending in Germany in connexion with the war have been solved." See facing page. *Photos, Black Star*

What the Wavell Plan Means to India

A new chapter in Indo-British relations was opened on June 15, 1945, with the publication of the "Wavell Plan." What these proposals—and the momentous conference between the Viceroy and 21 Indian leaders, opened at Simla ten days later—may augur for India's future is examined in this article specially written for "The War Illustrated" by EDWIN HAWARD.

THE momentous conference of Indian political leaders with the Viceroy (Lord Wavell) in Simla arouses hopes of securing full Indian co-operation in the war against Japan and in important measures of economic and social reconstruction. As a military campaigner Lord Wavell was noted for the care and patience of his planning. The same qualities stand him—and India—in good stead now. Indian leaders themselves need time for readjustment of ideas; some of them come to the Conference from a long detention; most have been in the political wilderness for many months. Indeed, it is a great achievement to have brought the leaders together. Mr. Gandhi's tribute to the Viceroy's handling of the preliminary stage was heartening.

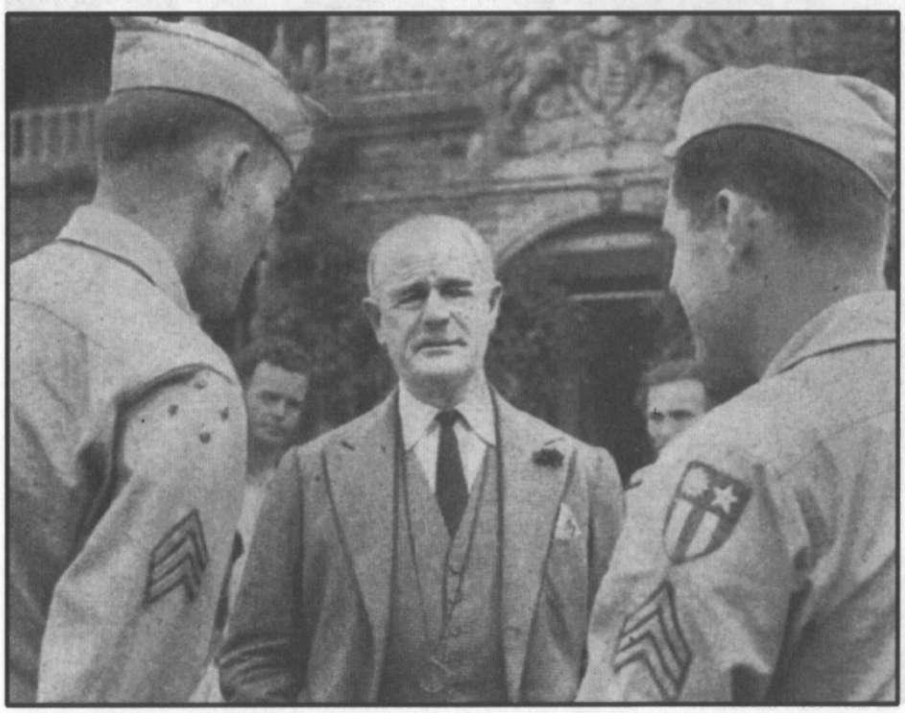
What is the issue? Lord Wavell seeks to obtain active assistance for making his own Executive Council (a virtual Cabinet) more truly representative of Indian opinion, so as to clear the way effectively for the transfer of power from British to Indian hands when the time comes after the war with Japan is ended. As a corollary to this change, he hopes to bring about the complete restoration of ministerial and, consequently, Parliamentary government in the eleven provinces of British India.

DESPITE the unfortunate controversy which, at the instance of the Executive of the Congress Party, produced the resignation of the ministries composed of members of that party in eight of the eleven provinces in November 1939, there have been important changes in the administration to keep step with British intentions on India's behalf. Until 1941, the Viceroy's Executive Council had, for many years, been composed of five British (including the Viceroy and Commander-in-Chief) and three Indian members (i.e. Ministers). Now it consists of five British and eleven Indian members.

In the discussions with Sir Stafford Cripps in 1942, it was made clear that, whatever might be British intentions regarding India's status after the War, Indian political leaders, especially those of the Congress Party, strongly desired an immediate "Indianization," to use convenient jargon, of the Viceroy's Council. It also seemed that, however much we British were convinced of the sincerity of our own Government's offer, Indians were inclined, or at any rate professed, to be sceptical in that regard. As the stalemate subsequently developed, there arose a desire for a further British move to end what was described as the "deadlock," with proposals which, as far as practicable, gave a definite earnest of our determination to see India become a Dominion as defined by Lord Wavell in February 1944 when conferring the "solemn pledge of His Majesty's Government that India shall have full control of her own destiny among the nations of the Commonwealth and the world."

IT may be objected that the magnitude of India's war effort in the field on many fronts and in factory and workshop showed a general confidence in British policy. That, happily, is true. Yet since, in the long run, the good will of Indian political leaders was necessary to the smooth transfer of power from British to Indian hands, failure to harness that good will presently to the country's service must, if possible, be repaired.

How do Lord Wavell's proposals fit into this picture? They begin with making the Viceroy's Council entirely Indian in composition, with the exception of the Viceroy himself and Sir Claude Auchinleck who, enjoying Indian confidence and affection in an especial degree, is to retain the War portfolio as Commander-in-Chief. Then, the British Government has empowered the Viceroy to announce that, with the appointment of Indians to hold charge of External Affairs (hitherto in the hands of the Viceroy personally), India is to have Indian diplomats to represent her Government in other countries in addition to the U.S.A. and China.



LORD WAVELL, INDIA'S VICEROY, chatted with two U.S. soldiers at Viceregal Lodge, Simla; occasion was the opening of the "Elephant and Palm" resort for Allied troops on leave. Both Lord and Lady Wavell have devoted much time to studying the welfare of the Forces. The Viceroy's plan for India is explained in this page. *Photo, British Official*

This enables Indian leadership effectually to prepare the ground for the post-war status of Dominionship (or Independence). That new regime is to be further anticipated immediately by the appointment in India of a High Commissioner for the United Kingdom on the same lines as already given such British representation in the self-governing Dominions. This meets Indian objections to the present system in which the Viceroy combines with his headship of the Government the duty of protecting British interests in India.

APPOINTMENTS to the Viceroy's Council are to be as nearly as possible on a popular basis, short of complete adoption of a full Parliamentary system—which cannot come until the responsibility of the Council to Parliament at Westminster is transferred to the yet-to-be-created Dominion Legislature at Delhi. The plan must be regarded as transitional, to tide over the period which must elapse until, after the war, Indians in conference (perhaps a constituent assembly) have succeeded in agreeing on the form of constitution to be adopted in future when the transfer of power can be effected. The proposals, for the time being, relate only to the eleven provinces of British India (9/16ths of the country with a population of 296 million) and do not directly concern the Indian States (7/16ths of the country, comprising 562 States with an aggregate population of approximately 94 million).

Spirit of "Forgive and Forget"

The restoration of ministerial government in the provinces of British India will entail the holding of elections (total electorate about 30 million). It is suggested that stability will be best secured by forming such provincial ministries on a coalition basis. To that, the success of the Punjab Ministry in maintaining an uninterrupted parliamentary system since 1937 with a Muslim-Hindu-Sikh coalition under a Muslim Premier, points.

These far-reaching proposals are commended by the Viceroy in the spirit of "forgive and forget." He seeks to clear the air and so avert recrimination over the past—an arid but unfortunately all too-human tendency not only in India. Responses to the appeal have been good. The leaders are meeting round a table—an experience they could not face when Sir Stafford Cripps made his offer three years ago. This has brought them at once face to face with difficulties which can be overcome only by a readiness to compromise for the common weal.

LORD WAVELL has suggested that the Congress Party and the Muslim League should have an equal number of representatives in his Council, in addition to such representation as is agreed upon for the Sikhs, Depressed Classes and others. The Congress Party, although, as Mr. Gandhi puts it, overwhelmingly Hindu, does not confine itself to any one community. Its present President is a Muslim, and some Muslims are with him in the Party. The Muslim League, led by Mr. M. A. Jinnah, claims exclusive rights to represent Muslims. That is not fully accepted either by all the Muslims of the Punjab or by Congress.

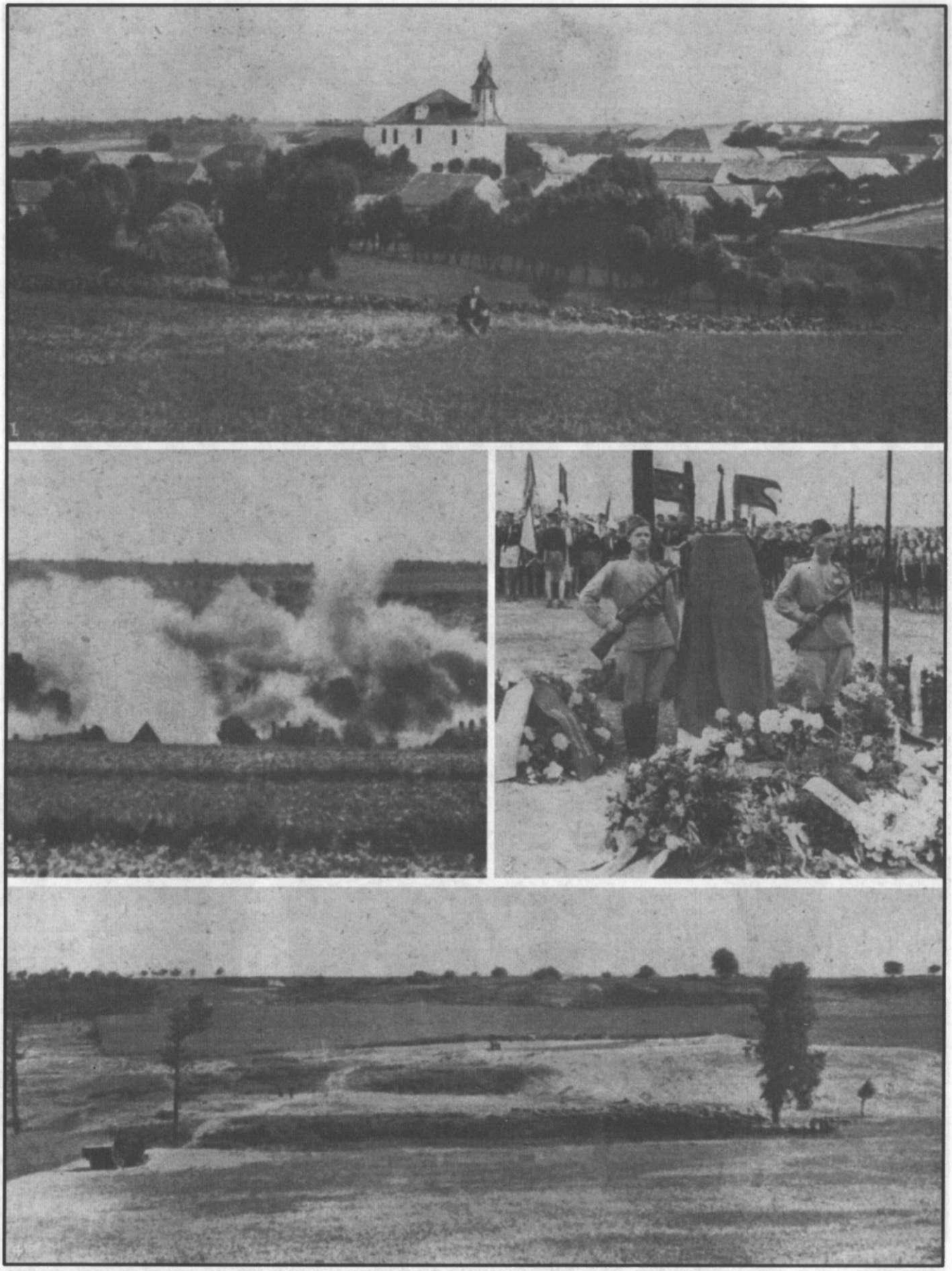
Hopefulness must not blind us to the reality of the difficulties confronting the Conference delegates. Nor should it make us impatient of delay. We cannot be impatient if we bear in mind recent international conclaves this side of Suez. The decisions which these Indian leaders make must profoundly affect the pattern of India's political destiny in determining the shape of things to come.

Very Gallant Gentlemen Honoured by the King

DECORATED WITH THE V.C. BY H.M. THE KING at Buckingham Palace on June 22, 1945, were four ex-prisoners of war and a legless Canadian Army officer. Left to right: Lieut. Basil Place, D.S.C., R.N., commanded a midget submarine which in Sept. 1943 attacked the Tirpitz (see page 649, Vol. 7). Lieut.-Cmdr. Stephen Beattie, R.N., in charge of H.M.S. Campbeltown at St. Nazaire in March 1942 (page 669, Vol. 5). L.-Cpl. Harry Nicholls, Grenadier Guards, awarded the V.C. "posthumously" in 1940 (page 139, Vol. 3). Lieut. Donald Cameron, R.N.R., in the Tirpitz raid (page 649, Vol. 7). Major Frederick Tilston, Essex Scottish Regiment, Canadian Army, suffered the loss of both legs in a desperate action in the Hochwald Forest, Germany, March 1, 1945.

Photo, Stort & General

Czechoslovakia Remembers the Horror of Lidice



PEACEFUL SCENE OF ONE OF THE NAZIS' VILEST CRIMES, the little Czech mining village of Lidice (1) before it was blasted out of existence, its menfolk butchered, its women and children deported, on June 10, 1942—on suspicion of harbouring the killers of the notorious S.S. leader Reinhard Heydrich. The village in flames (2), a photograph only recently available. Three years later Soviet soldiers acted as guard of honour at the memorial (3) unveiled by President Benes. All that now remains of Lidice (4).

Photos, British Official, Sport & General, Keystone

I Was There! Eye Witness Stories of the War

It's Hard Not to Fraternize Now Out There

The officer-son of a well-known London journalist expresses himself candidly here on this most human problem of non-fraternization with a conquered people. It is one of the most difficult that all ranks have to contend with today in Germany. The youngsters made it harder still.

ON V Day my batman-driver, who is a very good chap, said to me, "I suppose it's all right to fraternize with these girls now, sir?"

"Good heavens, no!" I said. "What do you think your friends in Holland and Belgium would think if they knew you wanted to get friendly with Germans?"

"Oh well," he replied, "the war's over, and they're only girls, anyway. *They* didn't commit any atrocities, and they couldn't have stopped them being committed even if they knew about them."

In Schleswig-Holstein particularly, an area which has suffered relatively little from war damage of any kind, the young girls, generally speaking, are only too ready to be friendly with our troops, more especially now that the German soldiers have been cleared away into small concentration areas. And it cannot be denied that of the four countries that the Expeditionary Force has passed through in the last twelve months, Germany has by far the most attractive young girls.

FOR one thing, they haven't been half starved for years, as have the French, the Belgians and the Dutch, and for another, it is evident that the intensive physical culture that Germany has imposed on her young people during the past ten or fifteen years is having its effect, in that the girls up to the age of 25 or 30 are extremely well developed, and carry themselves gracefully; in fact, are fine physical specimens. Add to this the fact that blonde, blue-eyed types predominate, and you get an idea of the temptation.

You see the way my batman-driver's mind works. His attitude is typical of many soldiers, and while as officers we do our best to jump on any signs of fraternization, it really is almost impossible to stop it completely. Fellows do it secretly; sometimes they're caught, and then there's a court martial. But when you've got hundreds of attractive girls only too ready to be intimate with British soldiers, and when you've got soldiers who get leave only about once in six months—well, what do you expect?

It would be so much easier if the girls didn't adopt such a friendly attitude; there are, of course, girls who resolutely refuse to have anything to do with the British, who look in the opposite direction when a soldier comes anywhere near them. That's the type of girl for whom I have a bit of respect, because it's how I should have expected English girls to behave if the Boche had landed in England in 1940 and overrun the country. But girls of that type are scarce.

Personally, while admiring the physique and beauty of the German girls, I have little desire to fraternize with them. I have very good friends in France, Belgium and Holland, and I have only to remind myself of the fearful privations and misery they have suffered at the hands of the Boche during the last five years. Furthermore, I strongly suspect that inside these attractive blonde heads there is very little intelligence or culture; after so many years of being filled with Nazi ideology, I don't see that there can be much room for anything else.

The children made the fraternization problem harder still. When a sweet little golden-haired five-year-old girl comes up to you, all smiles, and asks what your dog is called—well, as Syd Walker used to say, what would you do, chums? Strictly speaking, we should ignore the child, look very stern, and so forth. In actual fact, an Englishman smiles back at the child, tells her the name of the dog, and pats her on the head.

When a toddler comes up and puts his hand in yours before you've realized what's happened, well, it doesn't come naturally to fling the hand away as though it were a scorpion and tell the infant to get to hell out of it. Now, fortunately, non-fraternization orders have been relaxed to the extent of allowing British and American forces in Germany to speak or play with little children.

FRATERNIZATION between Allied troops and German children was sanctioned by Field-Marshal Montgomery and Gen. Eisenhower in June 1945. *Photo, Associated Press*

Courage That Won Even the Enemy's Praise

LIEUT.-COL. AUGUSTUS NEWMAN, THE ST. NAZAIRE V.C., ex-P.O.W., happily reunited with his wife and daughters at their Buckinghamshire home near Woburn Sands. It was not until they read the citation of the award that the children learned how their father led the famous attack and brilliantly supervised operations. *Photo, Planet News*

THE *man who led the St. Nazaire raid* (*see page* 669, *Vol.* 5) *has been awarded the V.C. three years and three months after the daring action that made him a hero to all Britain. He is Lt.-Col. Augustus* ("*Gus*") *Newman, Essex Regiment, who was captured after leading the raid in March* 1942. *When he and other St. Nazaire men were repatriated a few weeks ago, the War Office heard the full story of the raid for the first time. One result of the Colonel's own report was the award of a posthumous V.C., also announced on June* 19, 1945, *to Sergeant Tom Durrant, whose courage won even the enemy's praise. Both awards are dated March* 27, 1942.

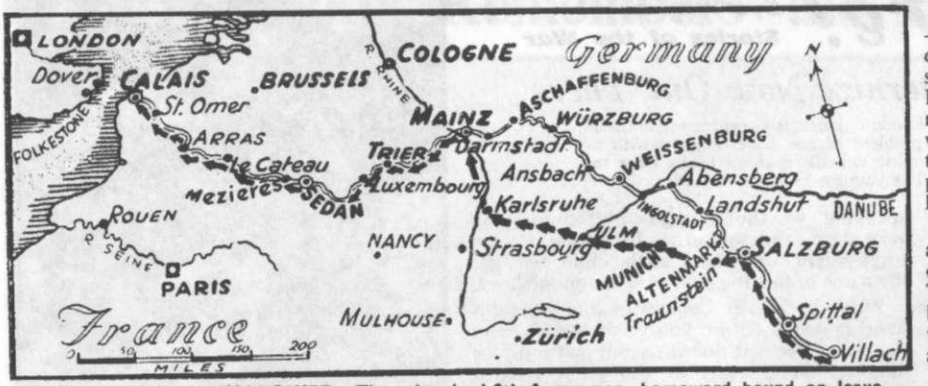
YOU could have knocked me over with a feather when I heard of my award, said Lt.-Col. Newman. I have a jolly big family at home, but an even bigger in the Commandos. There are not many left. The last of my lot, about 50 of them, sailed from North Italy today (June 19), and I am meeting them at the port. It will be a grand moment. My group was 550 strong in 1940. At St. Nazaire they were torn to ribbons, and only 150 were captured with me. They were cut up again at Salerno and in landings in the Adriatic.

This is what the Colonel said of Sgt. Durrant at the meeting of his men's relatives:

He was in a little motor launch which came alongside a German destroyer and engaged her. Durrant manned a gun and for mile after mile blazed away at the enemy vessel. He was riddled, but kept on firing at point-blank range, with 25 wounds. He was well-nigh dead when the Germans eventually captured the launch. His great courage was commended by the Germans, who said that his action was deserving of the greatest praise. Durrant was a grand chap and a tough nut.

Sergeant **TOM DURRANT, V.C.**

—*Published by arrangement with News Chronicle*



THE ROUTE THEY FOLLOWED. Three hundred 8th Army men, homeward bound on leave, journeyed in lorries from Austria to the French coast in five days. They went by way of Salzburg, Munich, Ulm, Karlsruhe and Darmstadt, into France near Sedan, and so through Arras and St. Omer to Calais, as described below. *By courtesy of The Daily Sketch*

On the Road Home With 8th Army Leave Party

"This is a great day. You are travelling by the overland route home on leave. This leave has been richly earned by you all as victorious veterans of the African and Italian campaigns. Good luck, and a happy time with your families." Every man going on leave from the 8th Army receives that message from the Army Commander. Maurice Watts, The Daily Sketch correspondent who came home with the first party, describes the journey.

Six days ago eighteen men leapt out of a three-ton truck as it threatened to stall on the Katschberg Pass between Villach and Salzburg, in Austria—a pass which is reputed to be one of the steepest in all Europe. "We're going to get this truck to Calais if we have to push it all the way," they shouted. Next minute they were aboard again, roaring with laughter at my own misfortunes and difficulties in the commandeered German car in which a fellow correspondent and I were also making the journey to Calais.

We all made it. At ten o'clock yesterday morning, with 300 Eighth Army men—fifteen officers and 285 other ranks—I stepped on to English soil once again. It was the first time most of the men had been home for nearly four years. And for the Eighth Army it was the climax of the great march towards home which began at Alamein in November 1942.

Our convoy left Villach in Austria on June 15, 1945. We moved in daily 200-mile stages, a triumphant procession greeted with cheery smiles everywhere en route by British and American, French and Polish troops. Behind us, day by day, and now stretching right across Europe, similar convoys have left for Calais, each bringing 300 men home.

A Spring Bed for Every Man

Only five days after the final approval of the overland leave scheme the first convoy left Villach. Ahead of the convoy had gone parties to set up transit camps which must all be self-contained and self-supporting. The work these parties did was little short of superhuman. Never in my life have I seen men work so hard and so unselfishly or lavish so much kindness and thought and attention on their fellow-men. For example, at the first camp at Traunstein, run by the 56th Division, they begged, borrowed or otherwise acquired a spring bed for every man.

After 200 miles over the pass, fighting their way through the decrepit vehicles of a German Panzer Division on the move, bounding and bumping on the not over-luxurious seating in the three-tonners, the men gave the 56th Division transit camp party full marks for that. This bit of the journey had taken us through Salzburg and close to Berchtesgaden, but unfortunately it was not possible to turn from the route to see Hitler's eyrie.

Next day was luxury travel along the famous Reichsautobahn to Ulm. Here we began to see what the war had meant to Germany. For miles along the wide, double concrete highway the Luftwaffe had parked its jet fighters, its night fighters, its light bombers among the pines which stretch back for miles. The highway had been their runway. The woods were their funeral pyre. All were wrecked. So it was in Munich. It is ten thousand times worse than London. I did not see a single building or house undamaged. Munich, Mainz, Mannheim, Stuttgart have to be seen to be believed.

Not one of us could say with assurance he remembered Ulm being bombed. Yet when we pulled in to that town on the second night the devastation was breathtaking. Apart from some residential property on the outskirts, where the 6th Armoured Division had set up transit camp, the only building standing in the centre of the town is the lovely Gothic cathedral with its tracery spire soaring up above the ruins around. Hardened as they were to destruction in Italy, not a man of our party had ever seen anything like that.

All this is American Army territory, and we felt that those Americans who had been standing, stony-faced, amid equally stony-faced Germans, were delighted to see the 8th Army Leave Party bowling along and have a chance to smile at friends and comrades.

That night we stayed with the 78th Division—at Centuripe Transit Camp. None of the other transit camps must be offended when I say that everyone gave Centuripe full marks. In five days the party had cleared up a German barracks and given the men a dining-hall with bowls of flowers and cherries and pink tablecloths and shining cutlery which recalled pre-war hotels. There was a canteen and we had beer and a sing-song after dinner.

Next day, after eleven hours of bumping and bouncing over the road to Sedan, everyone was really whacked, dusty, tired, worn. Then, as we turned the last corner or so, the band of the 46th Division Concert Party were waiting in a lorry and struck up cheery music as they led us up the hill to the transit camp. Maybe it sounds odd, that touch. Believe me, it did wonders. It was yet another of those warm, friendly touches of soldier to soldier.

And then the last drive to Calais through the battlefields of the last war—Bethune, Arras, Le Cateau—battles fought when many of these returning warriors were unborn—a drive through industrial France which looks tired, poor and wan, a land where still one sees few men in the fields except oldsters, where people glowered at my German car until they saw its Union Jack, and then gave the V sign and a wave.

"Queue Up Here for Sand!"

Then in Calais a sense of wonderment among the B.L.A. men as the Eighth Army convoys, covered with humorous banter about B.L.A.—"Britain's Leave Army"—rolled in. "Queue up here, B.L.A., for sand." "Get your knees brown." "D-Day Dodgers? We've had thousands of 'em," and so on. Everyone in high spirits. The vast machinery of the B.L.A. transit camp swallowed up the Eighth Army men. This is a place where they handle 7,000 men in and out each day and they do it so smoothly no one knows how it is done.

Reveille at 4.30 a.m.—how we shall sleep tonight—the march down to the S.S. Biarritz, veteran of Dunkirk and D-Day as well as a boat of pre-war memory—and then the White Cliffs of Dover . . . Well, here we are home. None of us was expected. My own wife had the shock of her life when I rang her up. Imagine the thrill in the 300 other homes where the home-comer has not been home for four years!

"ENGLAND AT LAST!" SHOUTED THESE 8th ARMY VETERANS who had come 850 miles from Austria to Calais by lorry, as their cross-Channel leave-ship docked at Dover. Their highly unorthodox overland trip, crossing both the Danube and the Rhine, is described here by a British war correspondent who accompanied them. *Photo Topical*

I Flew to Truk with First Wave of Avengers

From dawn on June 15, 1945, to late evening of June 16, Seafires, Fireflies and Avengers from British Pacific Fleet aircraft carriers pounded the Jap bases in the Truk islands. Story is told by Arthur la Bern, Evening Standard reporter with the Pacific Fleet. See also illus. in page 192.

My pilot was a 23-year-old Londoner, Sub-lieutenant Walter Davis, R.N.V.R., of Northcote Road, S.W.11. The tail-gunner was Petty-Officer "Shorty" Elliott, of Romford. I was in the observer's seat. Pilot Wally Davis and Air Gunner Shorty Elliott helped me buckle on my parachute harness and Mae West. Shorty showed me how to work the Browning machine-gun in case of emergency. We climbed into the airplane, and it seemed an eternity while we sat there waiting our turn to take off.

Suddenly, the pilot's voice came over the inter-com: "Hell, the Boss is in the Oggin!" In Fleet Air Arm (now Naval Air Arm) slang this meant that the commander of our flight, his crew and airplane had fallen in the sea. I looked down and saw three heads and a yellow dinghy bobbing up and down in the rain pitted blue of the Pacific.

Their Avenger was sinking some yards away. Their engine had cut out just as they were taking off, and although the pilot put the brake on, it was too late, and they slithered into the sea. All three were picked up, but we had no time to watch the rescue. We were next off, and got away to a clean start. The only thing dirty was the weather.

Our target in the Truk group was the important airfield at Moen. As we approached Truk the sun began to break through the clouds. I looked down and saw huge coral and basaltic reefs circling the lagoon in which we had to pinpoint our target. When we did spot the target I was disappointed. Ten thousand feet below us it looked not more than a heart-shape clot of green jungle. The inter-com whistled and Wally Davis said: "Bomb doors open!"

We were diving down now and bumping with every thousand feet drop. I got the sensation that the target was rushing up at us at something over 300 m.p.h. Every second it seemed to swell in size, and then it seemed to be tilted up at us at an angle of 30 degrees. Then, on the fringe of the steaming mangrove swamps, I saw the airstrip and four parked aircraft like motionless ants. As we dived down there was no sign of life on the target.

We did not see the flak coming up at us, because the Japs were not using tracers. How accurate it was we were in no position to judge. We just could not see it. Even crews of aircraft that got back to the carrier with holes in the wings and fuselage reported that they did not see flak. One pilot did not realize there was any until he got back and found a piece embedded in his Mae West.

We were flying in close formation. I saw the first two Avengers peel off and bomb, and then we bombed at 1,500 ft. The airplane jumped as the bombs were released. We kept going down, while Shorty blazed away in the gun turret. We went down so low that a 300 ft. hill was towering above when we began to climb up again. Then, for the first time in my life, I was violently air-sick. Wally Davis happened to glance round just as I put my head down, and his voice came urgently over the inter-com. "Shorty, has La Bern been hit?" "No, just being sick as a dog," said Shorty.

Throughout the whole strike of two days and nights, the Japs put up no fighter opposition, much to the disappointment of the Naval Air Arm boys. One aircraft was lost by enemy action; others were damaged taking off and landing on the carrier, a factor always to be reckoned with in this type of warfare. Whenever an aircraft went down "in the Oggin," to use Naval Air Arm slang, destroyers were on the scene in a matter of minutes to pick up the crews.

In a later flight I took off in another Avenger. We flew into more dirty tropical weather and for ninety minutes were completely lost in a raging Pacific rainstorm. As the Naval Air Arm boys might say, it was touch and go whether this story went down in the Oggin.

FAIREY-FIREFLY PILOTS AND OBSERVERS operating with the British Pacific Fleet and seen on the flight-deck of H.M.S. Indefatigable, between them destroyed four out of five Japanese planes which attacked them while they were escorting a U.S. Navy flying-boat engaged in rescuing "ditched" crews during the Fleet's attack on the Sakishimas on March 27, 1945. *Photo, British Official*

OUR DIARY OF THE WAR

JUNE 20, Wednesday — *1,291st day of War against Japan*

Borneo.—Australians landed at Lutang in Sarawak.

U.S.A.—Liner Queen Mary arrived at New York with 14,000 U.S. troops.

Trieste.—British-Yugoslav agreement on zones of occupation signed.

JUNE 21, Thursday — *1,292nd day*

Ryukyu Islands.—Organized Japanese resistance ended on Okinawa after 82 days' fighting. Jap aircraft began heavy attacks on U.S. shipping.

Pacific.—Lt.-Gen. Stilwell appointed by Gen. MacArthur to command U.S. Tenth Army.

JUNE 22, Friday — *1,293rd day*

Japan.—400 Super-Fortresses from the Marianas attacked naval arsenal at Kure and industrial plants on Honshu.

Ryukyu Islands.—Japanese C.-in-C. on Okinawa and his Chief of Staff committed suicide.

JUNE 23, Saturday — *1,294th day*

Poland.—Poles from Lublin and London agreed in Moscow on formation of New Provisional Government.

Philippines.—Glider-borne U.S. troops landed in North Luzon and made contact with guerillas.

JUNE 24, Sunday — *1,295th day*

Borneo.—Australians ended Japanese resistance in Tarakan, cleared Labuan island, and captured Seria oilfield.

Russia.—In Red Square, Moscow, the Red Army held a victory parade.

JUNE 25, Monday — *1,296th day*

Borneo.—Australians captured Miri town and oilfield.

Japan.—Super-Fortresses from Marianas again attacked aircraft and munition factories at Nagoya, Osaka, and other towns in Honshu.

Pacific.—Jap aircraft made torpedo attacks against Allied warships in Macassar Strait.

JUNE 26, Tuesday — *1,297th day*

Japan. — Super-Fortresses attacked Yokkaichi, S.W. of Nagoya.

General.—World Security Charter, approved by fifty nations, signed at San Francisco.

JUNE 27, Wednesday — *1,298th day*

France.—Gen. Leclerc appointed to command French Far East expeditionary force to serve in Pacific.

Russia.—Marshal Stalin promoted to new rank of Generalissimo of the Soviet Union.

JUNE 28, Thursday — *1,299th day*

Japan.—Heavy attack by Super-Fortresses on seaports in Kyushu and industrial centre of Okayama on Honshu.

Poland.—Formation of new Polish Government of National Unity, including Mr. Mikolajczyk, announced from Warsaw.

Pacific.—Story released of Jap suicide aircraft attack on U.S. aircraft carrier Bunker Hill near Okinawa.

JUNE 29, Friday — *1,300th day*

Japan.—Super-Fortresses bombed Kudamatsu oil refinery in Honshu.

China.—Chinese troops captured Liuchow airfield.

Czechoslovakia. — Ruthenia transferred to Soviet Union by agreement between Soviet and Czech governments.

Poland.—French and Swedish Governments recognized new Polish Govt.

JUNE 30, Saturday — *1,301st day*

Pacific.—U.S. occupation of Kume island, west of Okinawa, announced by Admiral Nimitz.

JULY 1, Sunday — *1,302nd day*

Borneo.—Australian forces under Gen. MacArthur landed at Balikpapan.

Japan.—Nearly 600 Super-Fortresses dropped 4,000 tons of incendiaries on Kure, Shimonoseki, Ube and Kumamoto.

Germany.—Red Army troops took over Magdeburg from British.

JULY 2, Monday — *1,303rd day*

Japan.—Super-Fortresses attacked oil refinery at Shimotsu, S.W. of Osaka.

Solomon Is.—Australians on Bougainville secured Mivo River line.

JULY 3, Tuesday — *1,304th day*

Japan.—About 500 Super-Fortresses bombed Himeji on Honshu, and Tokushima, Takamatsu and Kochi on Shikoku.

Germany.—First United States occupation troops arrived in Berlin.

Flash-backs

1940

June 21. *French received German armistice terms at Compiegne.*
July 1. *Pétain's French Government established at Vichy.*
July 3. *British Navy attacked French warships at Oran.*

1941

June 21. *Damascus (Syria) occupied by Free French forces.*
June 22. *Germans invaded Russia.*

1942

June 21. *Rommel captured Tobruk.*
July 1. *Germans took Sebastopol. Rommel's troops in Egypt reached El Alamein and were held there.*

1943

June 20. *Friedrichshafen attacked by R.A.F. Lancasters, which flew on to North Africa.*
June 30. *U.S. forces landed on Rendova island, New Georgia.*

1944

June 26. *Cherbourg fell to Allies. Mogaung, Burma, captured by Chinese and Chindit troops.*
June 28. *Russians captured Mogilev and forced the Dnieper.*

TROOPING BY AIR TO INDIA scheme was inaugurated by R.A.F. Transport Command in May 1945. By autumn it is expected 10,000 troops will be flown each way every month, the journey between a West of England airport and Poona occupying about seven days. There are six staging posts between the termini, and two 48-hour rest periods en route enable the men to arrive fresh and well and give them a chance to become acclimatized. British Army units boarding a Dakota (left), and in their seats (right) ready for the take-off. *Photos, British Official*

With Our Airmen Today

By CAPTAIN NORMAN MACMILLAN M.C., A.F.C.

THE capture of Okinawa (completed on June 21, 1945, after 82-days' battle) gave the Americans ten airfields some 350 miles from the southernmost main island of Japan. This should ease the strain on the carrier-borne aircraft which have had to bear the brunt of the tactical operations around Okinawa and Sakashima, with strikes into the area of Kyushu and the Inland Sea, for shore-based tactical aircraft can now operate from the Okinawa airfields. It was considered that existing facilities would enable 1,000 first-line aircraft to be deployed from Okinawa, and with American genius for quick airfield construction there is little doubt but that the number of airfields can be increased if necessary.

There is evidence that the aircraft carriers have had a rough passage during their concentration around Okinawa. The Japanese suicide pilots have done what the Italians once threatened to do if the Royal Navy intervened at the time of the Abyssinian crisis; but the Italians never did it when their country's entry into the Second Great War brought about the conditions which gave the Regia Aeronautica the opportunity to crash their bomb-laden aircraft into ships. (See illus. pages 176-178.)

FIRES Swept the Flight Deck and Made the Hangar Almost White-hot

The story of the Bunker Hill, U.S.N. aircraft carrier, indicates what may be done for a relatively small expenditure of life and material if men are willing to take off and fly to certain death, as the Kamikaze pilots do. The Bunker Hill was Vice-Admiral Marc Mitscher's flagship. Thirty-four U.S. planes were lined up with full tanks ready to take off from her flight deck, and more were below in the hangar, when two Japanese suicide pilots each dropped one 500-lb. bomb among the concentration of aircraft, and then crashed their own planes on to the ship. A third Kamikaze was shot into the sea by the guns of a destroyer. For the loss of these three aircraft and their pilots the Bunker Hill was wrecked (although she succeeded in steaming back to Puget Sound Navy Yard, near Seattle, under her own power), about 70 aircraft destroyed, 392 killed and 264 members of the crew wounded.

But that is not the only side to the story, for the Bunker Hill had been in the Pacific since the autumn of 1943 and had played a part in every principal strike. Her pilots had sunk or damaged almost 1,000,000 tons of Japanese shipping and had shot down 475 Japanese aircraft, so that even if this ship had been lost she would still have had a credit balance sheet. Most of the damage to the ship appears to have been caused by the fires from the aircraft fuel which swept her flight deck and made the hangar almost white hot. This is one feature of aircraft carriers which makes fire a particularly dangerous hazard.

SPECIAL precautions are taken against fire in peacetime. On one occasion when a British aircraft carrier was on her way home from the Mediterranean an aircraft-hand working on an aircraft in the hangar dropped his mechanical cigarette-lighter out of his pocket into the metal drip-tray beneath the aircraft's engine. The lighter was of the kind that sparks automatically when a spring catch releases the top which turns the steel as its spring makes it fly up. The lighter set fire to the mixture of petrol and oil in the tray, and in a matter of moments the hangar was in a blaze. The safety-curtains came down and the sprinklers began to play on the blaze. This fire was controlled, but not before several aircraft were badly damaged. The carrying of matches about an aircraft carrier had previously been prohibited. That incident resulted in the prohibition of lighters too.

It is probably fortunate that the Japanese suicide pilots use comparatively light bombs. If they had the bombs that the R.A.F. have used against ships, the Bunker Hill would have gone to the bottom Even so, the accounts of the attack indicate that one of these relatively small bombs penetrated the flight deck at an angle and exploded in the hangar below. This is consistent with American practice of saving weight by using thin plate flight decks, sometimes reinforced on top with wood. It will be interesting to see if the Americans will revise this policy as a result of their experience.

BEFORE the final fall of Okinawa, U.S. carrier aircraft combined with land-based aircraft flying from Okinawan airfields in an attack during the week-end June 16-17 against airfields, barracks, radio stations and harbour installations on the Amami group of islands 150 miles north of Okinawa and about 200 miles from Kyushu.

Before dawn on June 17, between 400 and 450 Super Fortresses flying in four formations attacked Omuta and Kagoshima on Kyushu, and Hamamatsu and Yokkaichi on Honshu, all towns of fewer than 200,000 population, dropping a total of 3,000 tons of incendiary bombs upon them, thereby beginning attacks against the secondary group of Japanese industrial towns.

On June 18, General H. H. Arnold stated in Manila that "the Air Force alone can completely wipe out Japan by the end of 1946, if the Japanese are capable of fighting until then." He said that British bombers would soon join in the attack on Japan's mainland, and that in six months' time the joint air forces would be capable of dropping 2,100,000 tons of bombs on Japan in one year, three times the concentration of bombs dropped on Germany in the heaviest year of bombing. Japan's oil position was becoming like Germany's before the latter's collapse.

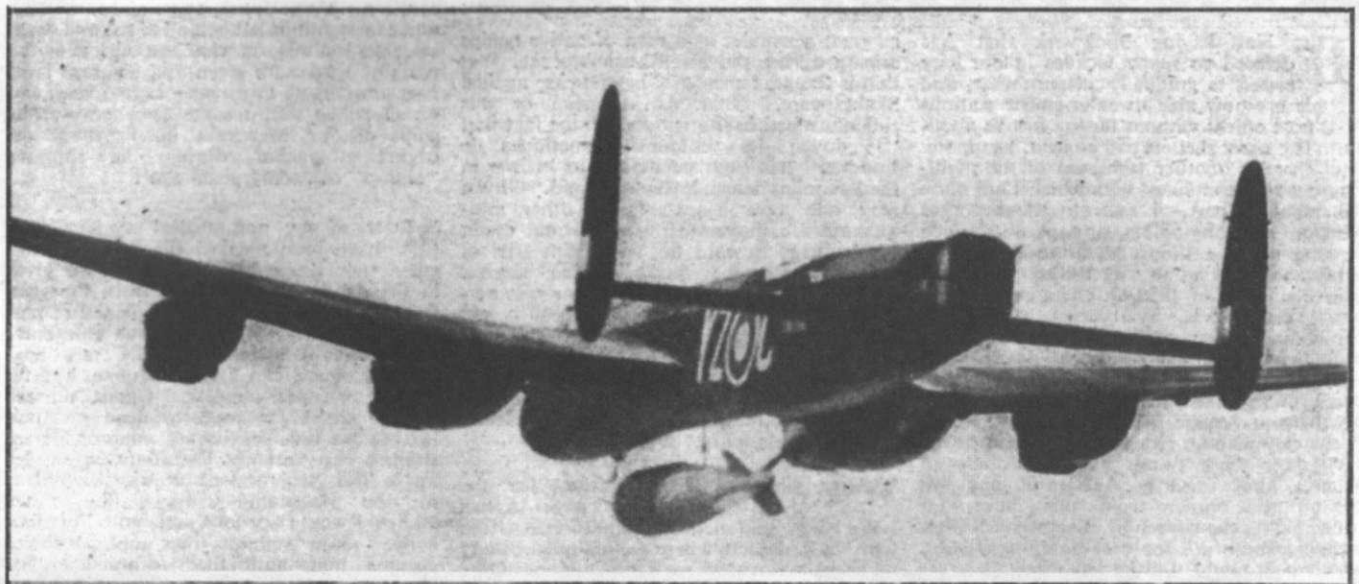
ISOLATING Japs in Japan from Japs on the Asiatic Mainland

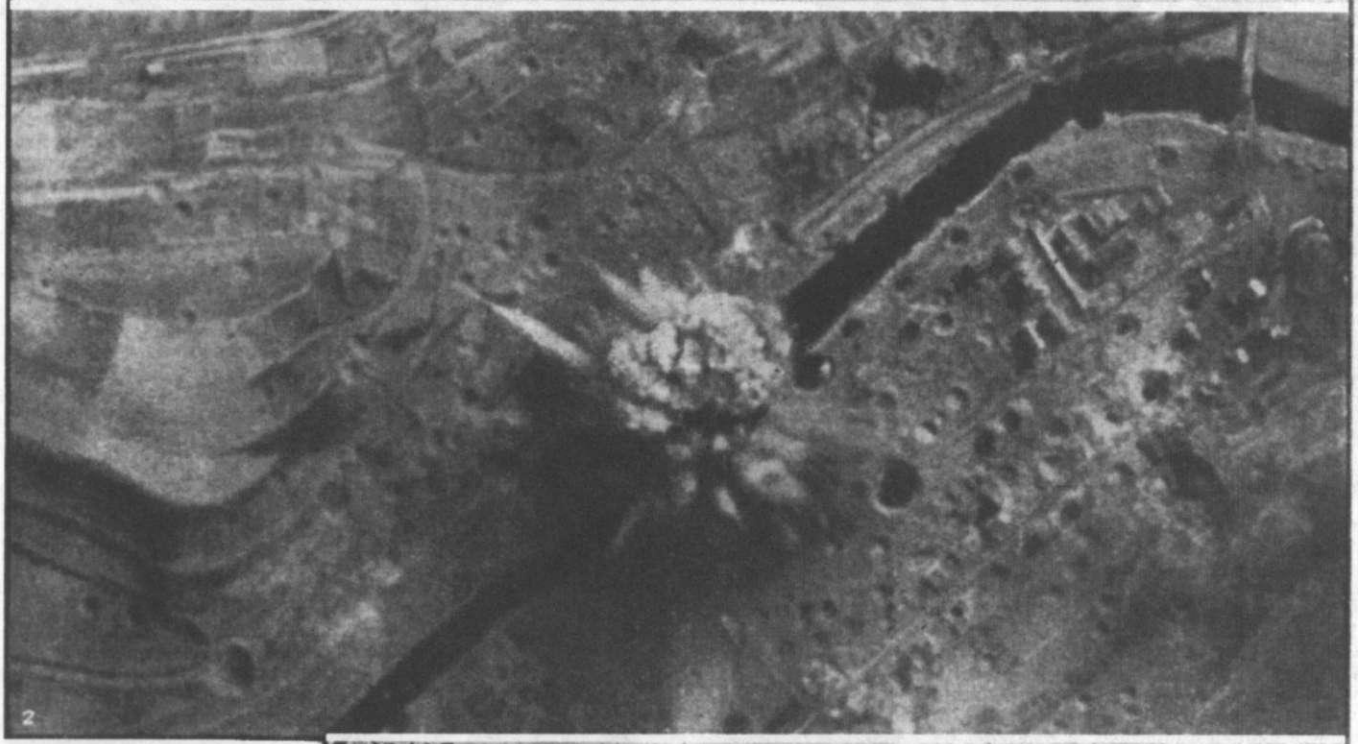
The general's figures showed that when Germany's oil supplies were estimated to have been reduced to 14 per cent, they were in fact down to 7 per cent. In March 1945, German oil production was at zero, although the Allied calculation allowed them 5 per cent. Oil is now the biggest Japanese problem. The fall of Tarakan on June 24 adds to its gravity.

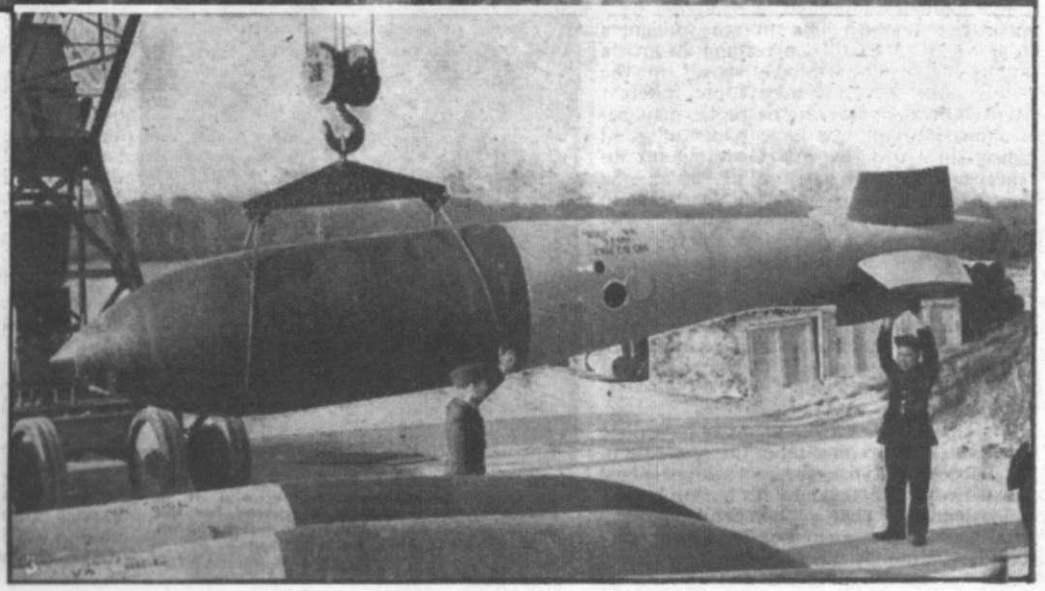
In the Tsushima Strait between Japan and Korea, American aircraft sank 50 supply ships in 49 days and damaged 64 more, thus beginning the isolation of the Japanese in Japan from the Japanese on the Asiatic mainland. Truk, garrisoned by about 40,000 Japanese, was attacked by a British cruiser and carrier force. For two days and nights from dawn on June 16, Avenger bombers, with Seafire and Firefly fighters in support, bombed airfield runways, batteries and other targets with 500-lb. bombs. Then Seafires spotted for the ships' guns.

On June 19, Fukuoka, Shizuoka and Toyohashi were fire-bombed by 450 Super Fortresses. On June 22, the targets were the Kure naval arsenal, the Mitsubishi and Kawasaki aircraft plants north of Nagoya, and aircraft plants at Himeji, Akashi and Tamashima, all on Honshu. On June 24, Mustangs flew 1,645 miles from Iwojima and back to attack Hyakurigahara and Shimodate airfields north of Tokyo, where they destroyed 32 and damaged 37 aircraft, for the loss of three Mustangs. On June 26 ten big factories on Honshu received 3,000 tons of bombs from 450 to 500 Super Fortresses escorted by 150 Mustangs; two days later a similar force attacked Sasebo, Moji, Nebeoka seaports, and Orayama, industrial centre.

'Grand Slam' Taken for a Ride by a Lancaster







22,000-lb. BOMB OF THE R.A.F. lives right up to its nickname "Grand Slam." One is seen leaving a Lancaster (1) during an attack on the famous viaduct at Arnsberg, south-east of Hamm, on March 29, 1945, and another crashing on that target (2). Devastating effect at the moment of impact is tremendous. They are not lightly handled when drawn from the bomb-dump: hoisting a Grand Slam at a R.A.F. bomber station in Britain (3).

Twenty-five feet five inches in length, with a tail-unit approximately 13½ feet long, diameter 3 feet 10 inches, it is a mightily scaled-up version of the 6-tonner. Able to shatter almost any building or fortification, its primary role is against underground structures and precision targets requiring deep penetration. It was specially effective against thick-roofed U-boat pens. First use of these enormous missiles, on March 14 (see illus. in page 764, Vol. 8), took the enemy completely by surprise, so well kept was the secret of its production.

Photos, British Official

Editor's Postscript

THE blast-defying brickwork that has defaced so many façades in our city streets is gradually disappearing, and people are now able to enter police stations and post offices without feeling furtive about it. The street shelters will go next, I suppose. But there is another residuum of the nightmare we have endured with which I am more reluctant to part. I refer to those pocket fortresses, strong-points, or look-outs which sprang up in a thousand strategic spots in towns and villages all over the country in the brave summer of 1940, at street corners and rural cross-roads, by bridges, on seaside promenades, sometimes even in cottage and villa gardens, often cunningly camouflaged or garbed with a cloak of innocent preoccupation—like the fake bookstall in Parliament Square, which thousands passed every day without recognizing its real nature. Wherever these things are a nuisance, of course, they must go. There is one just round the corner from this office, for example, at the corner by Blackfriars Bridge, which people are for ever bumping against. But many might well be left where they are and as they are, to remind us not so much of what war meant to us as of what it might have meant, and of the grand, grim spirit in which this country was determined to meet it. Most of them are not unsightly. At least they are far less so than the rusty tanks which were distributed over the public parks and recreation grounds of Great Britain after the last war. So let them mellow through the years like the Martello towers of Napoleonic times, like Hadrian's wall or those earthworks of an even older day which remain to delight the antiquary. Let them add their firm impress to the rich palimpsest of our island. We have lost all too much history in brick and stone through the vandalism of an enemy. What could be a more appropriate foundation for the new history that future generations will build than these simple memorials of our finest hour ?

WHAT I may call the Baconian Fifth Column which so long has been trying to pull down William Shakespeare and stick up Francis Bacon in his place, has been quite active during the War Years, despite the scarcity of paper. In one way I don't object to their activities nor to the co-operation of those Americans who carry on the bad work which was first taken up with vigour "over there," for it is an evil out of which good may come by attracting new readers to the plays : the facts of Shakespeare's authorship are well enough established to withstand the slings and arrows of these misguided assailants ; but I don't like to see foreigners chipping in. I have been reading an article on "Le Cas Bacon-Shakespeare" in the June number of La France Libre, wherein Matila Ghyka (whoever she or he may be) is allowed to fill five large pages of good paper (provided by our Government) to rehearse the moth-eaten stuff which the Baconians have been plugging for years to the discredit of our greatest genius. Why should we furnish the means for any foreigner to attack our national poet, the supreme genius of the English renascence ? This French article almost amounts to an insult to us and ought not to have been printed in a magazine which exists under sanction of the British Government as an organ of Anglo-French friendship.

ALL that Matila Ghyka seems to have done is to dish up once more the nonsense of our Baconians. Shakespeare's acknowledged prosperity is explained by his having been a moneylender ! That a "butcher's boy from Stratford" could go to London and acquire wealth as a moneylender seems to me almost as great a wonder as a man of native genius arising during the English renascence. Yet that is the gravamen of Ghyka's case against Shakespeare. That the occasion of this ridiculous article is attributed to the fact that "le doyen des critiques dramatiques de Londres" has been persuaded to believe in the Baconian heresy leaves me frigid. Ghyka may not have heard of the other anti-Shakespeare movement which would credit the brilliant Edward de Vere, 17th Earl of Oxford, with the Shakespearean laurels. This reminds me of the philosopher who persuaded himself that life as we know it had originated in some other planet and had somehow been transferred to Earth, thus merely shifting the problem of its origin to another sphere. Why should the 17th Earl of Oxford be more liable to be a genius than William Shakespeare of Stratford ?

WHILE selecting the illustrations for the "Now It Can Be Told" pages in this issue I was reminded of a family association with the Gareloch, where the old quiet beauty of green hills and shining loch has been sadly discounted by the construction of Britain's Military Port No. 1 (see page 173). Many a happy summer have I spent there at Rhu, Shandon and Garelochhead as a boy—dream days in a Golden Age, to telescope two of Kenneth Grahame's best-loved titles. Among the hills on the east shore is a little old rambling graveyard, where, not so very long ago, one of my own relatives was buried in what one might have reasonably supposed to be an everlasting resting-place. Reasonably—that's to say—in a world which had not yet thought up the bull-dozer. For it was here, at the foot of this very old world graveyard, that the Royal Engineers and Pioneer Corps laid the railroad track linking the newly-built military port with Scotland's railway system. That little cemetery among the hills has now more than one "unquiet grave," and it is not too comforting to know that Military Port No. 1 is to have a short-lived career, being already in process of dismantling. Most of us have painful memories of the rusty trail of half-demolished buildings and constructions left behind to rot and decay after the last war, on what had once been fair plots of England's green and pleasant land. Nor am I likely to forget a sight I once saw on Gareloch itself : some forty once-proud ships of our Merchant Navy visibly decaying at anchor during the shipping "slump" of twenty years ago !

Maj.-Gen. ALAN J. K. PIGGOTT, Director of Recruiting and Demobilization, who is in charge of the vast release scheme for the British Army which came into operation on June 18, 1945 (see facing page.)

Photo, The Daily Express

MANY of my non-musical readers must have been amazed the other evening when they listened-in to the ovation given in the Albert Hall to Pau Casals, the great Catalan 'cellist, on his first appearance here since the war. What the precision-minded programme-planners at the B.B.C. must have thought of it I can hardly imagine, and for once they were helpless. Casals finished playing the Elgar concerto dead on time, leaving the requisite twenty minutes for the Brahms St. Anthony Variations which led up to the Nine o'clock News. But, alas ! for the programme-planners, the excited audience would not let Casals go. For three—five—seven minutes they applauded and cheered him—until the Unforgivable Sin (according to the B.B.C.) was committed and he returned once more to the platform to give an encore. Nothing like this has ever happened before in British broadcasting : B.B.C. officials with whom I have discussed it are all agreed that not even Nellie Melba on her (positively) final farewell received such an ovation. Nor can any of them recall any public figure within living memory being applauded at such length and so vociferously—on the air. That such a thing should have happened to a jewel-bedecked *prima donna*—or to a film-star—is conceivable, declare my musical friends. That it should have happened to a 'cellist, and a little bald-headed, bespectacled, tubby-shaped man of over middle age seems to them to prove that the English are not only a musical race, but are probably the most *discriminating* musical public in the world today.

I WAS interested, if not altogether surprised, the other day to read the opinion of an Allied scientific authority that one of the causes contributing to the Nazis' defeat in the field was the inferiority of their medical services which in many instances were computed as being as much as twenty years behind the times. Just how far ahead of the times were our own medical services has now been underlined in an attractively produced half-crown pamphlet written by that very able journalist, John Langdon-Davies, and published by the Pilot Press under the title British Achievement in the Art of Healing. Indeed, I would go so far as to recommend it as the best possible nervous stimulant to relatives of our men still fighting on the battlefields of the Far East. The author has, naturally, much to say of plastic surgery and blood transfusion ; of "the world's first perfect antiseptic," penicillin, discovered by Sir Alexander Fleming ; of M & B 693, "the drug invented at Dagenham" and first tried out—at Bart's Hospital—early in 1939 (It may not be generally known that M & B takes its name from the fact that it was invented in the May and Baker laboratory after 692 not-so-successful experiments). Personally, I was interested most of all in Mr. Langdon-Davies's description of the work done by Forces psychiatrists in tackling what in the last war was misnamed "shell shock" and mistakenly treated as if "some incurable physical damage" had been done to the neurons of the unhappy patient's central nervous system by high explosive blast. As Mr. Langdon-Davies points out, "If we are wise we shall be able to use for the building of a better world the psychological lessons of war."

In Britain Now: Demobilization Commences

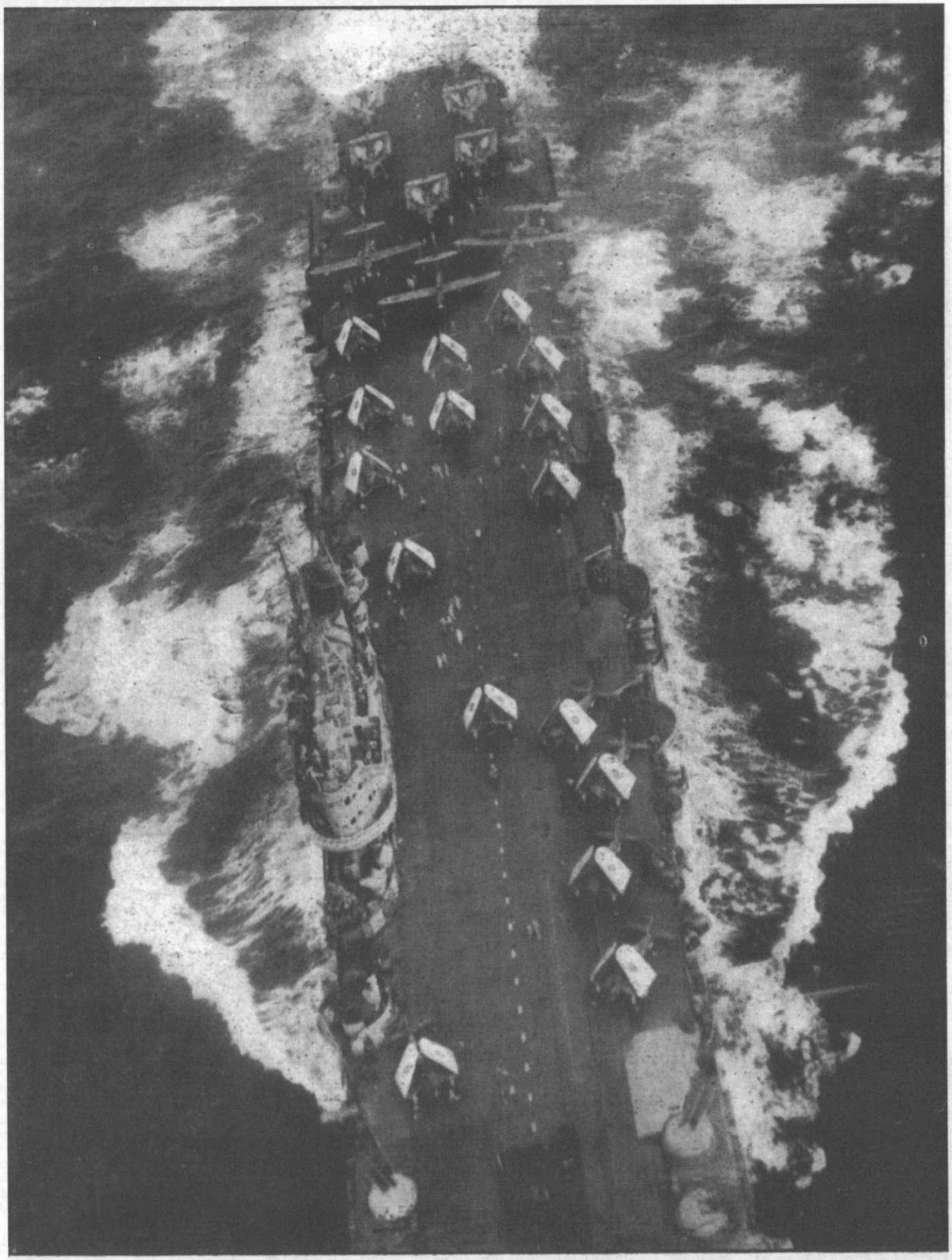
UNWINDING OF BRITAIN'S MIGHTY WAR MACHINE began on June 18, 1945, with the first demobilization of men and women of the Services. Troops disembarked at Dover from Ostend (above, left). At the Regent's Park centre others (above, right) inspected a useful signboard. To his Surrey home came ex-P.O.W. Mr. (L/Cpl.) Alfred Blake (left centre), just demobbed.

EVERYTHING went without a hitch on "Demob Day No. 1." The Directorate of Demobilization had laid its plans as long ago as March 1943, so that men from India, Burma and the Middle East were brought back to England to be released with their group at the same time as those stationed at home or with the B.L.A. At Chatham W.R.N.S. handed in their uniforms (above). At Plymouth, Admiral Sir Ralph Leatham, C.-in-C., said farewell (right) to men of the Royal Navy, who stood smartly to attention in their new civvies.

SIX R.A.F. demobilization centres (there were nine for the Army) passed out 5,000 airmen on the first day. At one reception section three candidates for release waited their turn (left) as a W.A.A.F. called on the microphone, "Next, please!" By mid-August, aircrews in the first eight age groups will have been released.

Photos, Planet, New York Times Photos, G.P.U., Central Press, Sport & General

Indomitable's Brood in Far Eastern Waters



HER 75-ft. FLIGHT DECK lined with Corsair fighters and Barracuda dive-bombers, H.M.S. Indomitable, 23,000 tons, is one of the most up-to-date carriers of the Illustrious class, with an approximate complement of 1,690 officers and men. She took part in the attack by the British Pacific Fleet on the Sakishima group on March 27, 1945, preceding the U.S. invasion of Okinawa. Admiral R. A. Spruance, commanding the U.S. 5th Fleet, described the achievement of this task force as "typical of the great traditions of the Royal Navy." *Photo, British Official*

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